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BENJAMIN MORRELL.

New York J & J. Harper.

A NARRATIVE
OF
FOUR VOYAGES,

TO THE
SOUTH SEA, NORTH AND SOUTH PACIFIC OCEAN,
CHINESE SEA, ETHIOPIC AND SOUTHERN
ATLANTIC OCEAN, INDIAN AND
ANTARCTIC OCEAN.

FROM THE YEAR 1822 TO 1831.

COMPRISING
CRITICAL SURVEYS OF COASTS AND ISLANDS, WITH
SAILING DIRECTIONS.

AND AN ACCOUNT OF SOME
NEW AND VALUABLE DISCOVERIES,

INCLUDING THE
MASSACRE ISLANDS,
WHERE THIRTEEN OF THE AUTHOR'S CREW WERE MASSACRED AND
EATEN BY CANNIBALS.

TO WHICH IS PREFIXED
A BRIEF SKETCH OF THE AUTHOR'S EARLY LIFE.

BY CAPT. BENJAMIN MORRELL, JUN.

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1841.

A NARRATIVE
OF
FOUR VOYAGES,

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TO THE
HON. LEVI WOODBURY,
SECRETARY OF THE U. S. NAVY,
THE
FOLLOWING PAGES
ARE
RESPECTFULLY INSCRIBED,
IN
TESTIMONY OF THE HIGH RESPECT ENTERTAINED FOR HIS
TALENTS AND VIRTUES,
BY
THE AUTHOR.

Morrell, Benj.

ADVERTISEMENT.

IN order to render the following Narrative more useful to mariners, as well as interesting to the general reader, I have occasionally availed myself of information derived from other sources than my own personal observation. In the course of my four voyages, I touched at many places at which I could not remain long enough to enable me to make surveys, determine soundings, or collect materials for accurate description; yet without these and general sailing directions, the work, as a whole, would have been imperfect. I have therefore to acknowledge my obligations to several voyagers for some valuable information; for the introduction of which, I am confident, none of my readers will require an apology.

It will be observed that all the courses and bearings in the work have been made by *compass*, and that the dates are according to nautical time.

THE AUTHOR.

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Introduction

The purpose of this study is to investigate the effects of various factors on the growth and development of plants. The study is divided into three main sections: a literature review, a methodology section, and a results section. The literature review discusses the current state of knowledge in the field of plant growth and development. The methodology section describes the experimental procedures used in the study. The results section presents the findings of the study and discusses their implications for future research.

The study was conducted in a controlled environment, using a range of plant species and growth conditions. The results of the study show that there are significant differences in the growth and development of plants under different conditions. These differences are discussed in detail in the results section of the study.

The study has several limitations, which are discussed in the discussion section. These limitations include the use of a small number of plant species and the lack of data on the long-term effects of the treatments. Despite these limitations, the study provides valuable insights into the factors that influence plant growth and development.

INTRODUCTION.

COMPRISING

A BRIEF SKETCH OF THE AUTHOR'S EARLY LIFE.

IN appearing thus before the public, and for the first time—not only as an *author*, but as the discoverer of countries the very existence of which was before unknown to the civilized world,—the writer of the subsequent pages is aware that he is advancing claims of no ordinary character. With what degree of ability they are about to be sustained remains yet to be seen.

The author makes no pretensions to literary attainments, or to the art of fine writing; but he has the vanity to say, that, in his natural sphere, on the deck of a ship, he will yield to none in his knowledge and discharge of nautical duties. If this (perhaps gratuitous) boast require justification, he trusts that it may be found in the following brief sketch of some prominent incidents of his thus far checkered life and maritime career, previous to the voyages which furnished the subject-matter of the present work. This he gives the more readily, as the public have an undoubted right to know something of a man who comes before them with the high-sounding promise of increasing their stock of geographical knowledge, and adding much to the accumulated treasures of cosmographical science.

Ever anxious to avoid even the appearance of egotism, he has thus introduced himself to the reader in the third person; but in telling his own story, he finds it more convenient to adopt the first.

My father, Benjamin Morrell, of Stonington, Connecticut, is well known to the commercial community in New-England and New-York, as a ship-builder of some professional eminence. His name, also, will be remembered, as connected with a domestic calamity of the most distressing and heart-rending character, which occurred in the great gale of September 23d, 1815, which will be noticed in its proper place. His family once comprised a beloved wife and seven children—four sons and three daughters, of whom I was the eldest.

I was born on the 5th day of July, 1795. My parents at that time resided in a small town of Westchester county, in the state of New-York, called Rye, on Long Island Sound, about eighteen miles N.E. of the great commercial emporium of the United States. Thus, I may say the salt water was almost the first scene presented to my infant view; and I have lived close by it, or on it, ever since.

In less than a year after my birth, my father removed his family to Stonington, a borough in the county of New-London, Connecticut, also lying on the margin of Long Island Sound, fifteen miles east of New-London, and near the western line of Rhode Island. This place is celebrated for having successfully resisted two furious bombardments by the English; one during the war of the revolution, and another, of two days' duration, in the last war. It can also boast of having produced a greater number of excellent seamen, eminent ship-masters, and enterprising merchants than any other town of equal population in the United States. The number of inhabitants according to the census of 1830 did not exceed 800 souls.

It was here that my father commenced his business of ship-building; which he pursued, with unremitting assiduity, until the year 1800, when he made a voyage to the Pacific Ocean, as third officer and carpenter of the schooner *Oneco*, of New-London, commanded by Captain George Howe. He was absent nearly three years, suffering many hardships and privations, the voyage proving unusually hazardous and disagreeable. On his return to Stonington, he resumed his business of ship-building; in which he lost a considerable sum of money, through the misfortunes of his employer, Captain Nathaniel Smith. Although this loss was severely felt by my father, he never attributed any blame to Captain Smith; knowing him to be of a nature too noble and humane to enjoy a lengthened period of worldly prosperity. The miser and the knave appear to be the most popular and successful in this life, while the generous and the just too often become the victims of treachery, and the prey of misfortune.

My infancy and early childhood were periods of sickness and pain. That laughing vivacity, bounding hilarity, and buoyancy of spirit which every healthy child experiences—

“That lightly draws its breath,
And feels its life in every limb,”

were to me “like angels’ visits;” for until I was ten years old I had seldom, if ever, enjoyed health or ease for the short space of a single week. At the age of ten, my health rapidly improved; and it was about this period that I first felt a strong propensity to become a sailor, and visit distant parts of the world. This desire, by whatever cause excited, was keenly whetted by the many marvellous stories I daily heard, from those who followed the seas, concerning the “wonders of the mighty deep,” and the curiosities of foreign climes. It literally “grew with my growth, and strengthened with my strength.” Books, also, were not wanting to fan the flame, which at length became extinguishable; and after vainly soliciting my father’s consent, I determined at once to play the hero, and seize the first opportunity for running away!

Such an opportunity at length occurred; but not until I had entered my seventeenth year: when, without taking leave of any member of the family, or intimating my purpose to a single soul, I left my paternal home, one pleasant morning in March, 1812; and without encountering any adventures worth relating, soon found myself in the great city

of New-York. Here I lost no time in looking out for a berth on board of some vessel engaged in foreign trade, the coasting business being a sphere far too limited for my expansive ambition. I finally succeeded in shipping myself on board the *Enterprise*, a ship belonging to Ralph Buckley, Esq., and commanded by Captain Alexander Cartwright; as fine a seaman, and as honest a man, as ever put his foot on the quarter-deck of a ship.

Our destination was Lisbon, with a cargo of flour, for which a great price was anticipated, as France was then at war with Spain and Portugal, and a further supply from the United States was momentarily expected to be cut off; as an embargo law for ninety days had just passed both houses of Congress, and was hourly expected in New-York. Like several others in the same predicament, we were compelled to take in our cargo with the greatest expedition, and then to drop below in the outer harbour, to wait for our clearance. As soon as this was obtained, we all weighed anchor and put to sea. The word was now, "Run for it! and Heaven help the hindmost!" for the collector's signature was scarcely dry upon the paper before he received orders from Washington by express to stop every vessel that was bound to sea. The revenue-cutter immediately gave chase to our little fleet of flour-dealers, and succeeded in stopping several of the fugitives, who were compelled to return. The rest of us had too much the start of him; and I soon found myself far from land, on the element which I had so long and so ardently desired to traverse.

I cannot describe my sensations on finding myself afloat on the mighty ocean. My soul seemed to have escaped from a prison or a cage—I could now breathe more freely. But large and boundless as the world of waters appeared, I was afraid that it was not large enough for my wholesale desires. So many had traversed it before me that I felt apprehensive that they had gleaned the vast field of research, and left nothing new for me to discover and describe. But doubtless many other lads of the same age, and under similar circumstances, have experienced the same kind of feelings. The enthusiastic glow which they imparted to my bosom, however, was occasionally chilled by an intruding thought of home, and the affliction of my parents and relatives, on account of my clandestine and mysterious disappearance. But the novelty of my situation soon enabled me to give such thoughts to the winds.

After a pleasant passage, we touched at Lisbon, but finding the price of flour not equal to our expectations, we proceeded to Cadiz, which was then exposed to a severe bombardment from the French. This was of course a wonderful and interesting scene to me. To see the bomb-shells flying over our ship, and falling into the market-place, which I had occasion to visit every day for beef and vegetables, was truly grand and sublime. It was in some measure realizing what I had so often heard and read and dreamed of; it was a partial consummation of my most prominent juvenile desire. I soon became familiar with danger, and actually felt the most gratified when the shells fell thickest around me; so that I might exhibit my contempt of fear. From that period, I became romantically fond of hazardous

and desperate enterprises, in the achievement of which I have ever since sought occasion to place myself foremost. Whether this propensity be physical or moral, or both combined, or inconsiderate rashness, I leave it for others to decide. At all events, it appears to be inherent in my nature, and the most pleasant sensations I have ever experienced were the effects of its gratification.

We made a long stay in Cadiz, waiting to make an advantageous sale of our cargo, which we finally effected, and again set sail on our return to New-York, ignorant of the fact that since our departure from the United States war had been declared by our government against Great Britain and her dependencies.

We continued our passage with variable winds and occasional foul weather, until we arrived on the Banks of Newfoundland; where we fell in with the British sloop-of-war Hazard, the commander of which politely furnished our captain with the news of the war, and then extended his courtesy so far as to take charge of our ship, and give the officers and crew a free passage to St. John's, Newfoundland, where we were all confined on board a prison-ship lying at the head of the harbour.

On board of this hulk we were detained as prisoners of war for about eight months, during which time we received every indulgence and liberty that could reasonably be expected by persons in our situation. For this liberal and humane treatment we were indebted to the kindness of Sir John Thomas Duckworth, commander-in-chief of his Britannic majesty's forces on that station. He even permitted twenty-five of the American prisoners to go on shore every day, to work as riggers, receiving the customary wages for that business. He also allowed a market to be held on board the hulk, to which the countrymen were compelled to bring the best of every thing, at the same prices as were paid by citizens. Every article of provisions brought to this market which was found to be of bad quality was promptly thrown overboard by one of Sir John's officers.

But notwithstanding the kind treatment we received, we all sighed for liberty, longing to get home that we might embrace our friends, and join our brave countrymen in arms. We therefore resolved to petition Sir John, at his next humane weekly visit, to send the American prisoners home to their families and friends. We did so, and the admiral replied in substance as follows:

"My brave men I feel for you, and will do all that lies in my power towards gratifying your wishes, in the course of this winter. It is natural that you should desire to be restored to your friends, families, and country. You may rely upon my best exertions in your behalf."

Reanimated by this cordial assurance, we now felt like different beings, confident that the humane veteran spoke in the sincerity of his heart, and a few days furnished testimony that our confidence had not been misplaced. On his next visit he gave us the joyful intelligence that arrangements had been made for our return to the States in about a month.

No incident occurred to damp our hopes. At the time appointed we all embarked on board a cartel, and on the following day took our final leave of Sir John, with sentiments of affection and respect. It

is no small gratification to my feelings at the present moment, that I am favoured with an opportunity of thus bearing public testimony to the professional merits of this gentleman, as well as to the amiable qualities of his heart. He dropped a manly tear at our parting, and his cordial "God bless you, my lads!" was sensibly felt by every heart among us. After interchanging an affectionate farewell with other kind friends and acquaintances, we set sail for our native land, and in a few days arrived in safety at Boston.

I now found myself restored to liberty from a state of captivity; a freeman in my native country, treading the soil of independence. This side of the picture was not without its charms. But I was penniless, and among strangers; in the language of Dr. Watts,

"Alike unknowing and unknown;"

many miles from my paternal home; longing, yet dreading to meet my father, without even a change of linen, or the means of procuring such a luxury. This side of the picture was shaded in gloom, and I hesitated what course to pursue. As a prompt decision, however, was indispensably necessary, I made up my mind to go home, and started for Stonington on foot, trusting to chance and charity for food and lodging on the road, and to parental affection for a pardon and cordial reception at the termination of my journey. One of my comrades only accompanied me; and though his pockets were light as my own, yet "misery loves company," and our conversation tended to beguile the tediousness of the way. So we journeyed on together, being sometimes received and entertained with warm hospitality and kindness, at other times treated with churlish indifference, or repulsed with unfeeling rudeness.

When we had arrived at a place within about fifteen miles of Stonington, my companion found a friend from whom he borrowed a horse, and rode on before me to my father's home, to communicate the intelligence that his son was on the road, and thus prepare him and the family for the approaching meeting. From the departure of my messenger until the first interview with my father, my feelings may more easily be conceived than described.

On hearing that his "lost son was found," and returning, like the repentant prodigal to seek a reconciliation with his father, parental affection triumphed over every other feeling. "And while he was yet a great way off, his father saw him, and had compassion, and ran, and fell on his neck, and kissed him." This was almost literally the case with me. On hearing the report of the messenger, my father instantly ordered a carriage, and rode out of town to meet me. I shall not attempt to describe the long desired, long dreaded interview. It took place on the road, and resulted in the mutual satisfaction of both parties. His heart was overflowing with tenderness and forgiveness; mine with gratitude and affection. The meeting with my mother, sisters, and brothers was equally affecting. "The best robe" was put upon me, "and shoes upon my feet." "The fatted calf was killed," and we "did all eat, and were merry."

When a state of comparative calmness had succeeded to this excitement, my father addressed me, nearly in the following words :

“My son,” said he, “you have my forgiveness for the past, and also my consent to pursue the bent of your inclinations, if you are still determined to follow the sea for a livelihood. But as it is necessary for you to have education, I wish you to stop on shore until you can acquire it ; for I shall then be satisfied that you will be capable of reaching an elevated rank in the profession, and of becoming an honour to the society of ship-masters. I know that you possess as much ambition as any lad of your age in the country, and are capable of becoming whatever you please, if you are careful to store your mind with useful knowledge. You have now health, strength, courage, and quick discernment. All that is wanting to ensure your success is a suitable education ; and that you *must* have.”

Though I forcibly felt and readily acknowledged the truth and justice of these remarks, the “spirit-stirring” influence of the times would not allow me to profit by them. My country was engaged in an arduous struggle with a powerful enemy ; my countrymen were in arms—a daring foe hovered on the coast, and our gallant tars were reaping a harvest of glory on the ocean. During my unfortunate captivity, three of the enemy’s first-rate frigates had been captured, by those “American cock-boats, with a piece of striped bunting at their mast-head,” which were to have been swept from the ocean in half that time.* The gallant Hull had conquered and sunk the boasting Guerriere, in thirty minutes. Decatur had captured the Macedonian, after an obstinate action, and brought her safely into New-York through Long Island Sound. Bainbridge had captured and destroyed the Java. Porter of the Essex had captured the sloop-of-war Alert, in eight minutes, without the loss of a man. Jones of the Wasp had captured the Frolic of 22 guns, in forty-three minutes ; and Lawrence of the Hornet had captured the Peacock, of 18 guns, in fifteen minutes. All these victories had been achieved in the short space of six months, from the 19th of August, 1812, to the 24th of February, 1813 !

How could I hear of these glorious events—how read of the honours conferred upon the victors—how listen to the shouts of triumph, and witness the splendid illuminations lighted up in honour of those heroes, without resolving to seek the first opportunity to share in their dangers and their glory ? even the common sailors attached to our victorious ships were treated on shore like heroes and conquerors. Public dinners were provided for them at the most magnificent hotels of our principal cities ; while splendid and expensive dramatic spectacles were produced at the theatres expressly for their amusement. With such a luxuriant field of laurels before me, could I calmly look on, and see others reap all the harvest ? Could I, in short, waste days, and weeks, and months in a village school, while other lads of my age, among whom were several of my own acquaintances, were gaining wealth and renown upon the ocean ?

My resolution was soon taken. The privateer Joel Barlow, a

* *Vide* English newspapers of that day.

schooner of one hundred and sixty tons, pierced for fourteen guns, was nearly ready for sea; and I succeeded in obtaining the station of quarter-master on board of her, under Captain Buchanan. We set sail with bright hopes and high anticipations, all of which were destined to terminate in cruel disappointment; our cruise being totally barren of incident, danger, or emolument.

We finally put into Charleston, S. C., where our little privateer was converted into a letter-of-marque, and laden with cotton for France. Two nine-pounders were all the guns we retained, with eighteen men besides officers. We weighed anchor at daybreak on the 28th of May, 1813, and left the port of Charleston in company with the privateer schooner *General Armstrong*, of eighteen guns, afterward distinguished for the gallant and desperate defence she made against an overwhelming force, in *Fayal Roads*. She was now under the command of Captain Champlin; who, a few weeks before, had sustained an action with her against an English twenty-four gun frigate, for forty-five minutes within pistol shot; and finally succeeded in escaping, with the loss of six killed and sixteen wounded.

The *General Armstrong*, being light and well coppered, soon left us behind, and we saw her no more. We had five passengers on board the *Joel Barlow*, bound for Bordeaux; viz. a young Frenchman of about twenty-five years of age, said to be partially insane; with his mother, and another French lady: also, two American gentlemen, one of whom was Major M. M. Noah, of New-York, who had been recently appointed consul to Tunis.

About the middle of June (I kept no journal at this time), we fell in with a fleet of English merchantmen, steering a south-easterly course; and our captain proposed making love to one of them; not doubting that our warlike appearance would induce an instant surrender. We accordingly gave chase, and came very near catching a tartar; for as we neared our intended prize, she suddenly shortened sail, displayed a flag and pendant, hauled up her courses, and exhibited a row of teeth too formidable for our present purpose. In short, it was the guardian dog of the flock—an English gun-brig convoying the fleet. The captain saw his error in time, appeared satisfied with the discovery, and we resumed our former course.

Our passage was considerably retarded and protracted by calms; so that thirty-four days had elapsed before we obtained a sight of the French coast. On the 3d of July, in the afternoon, within about fifty miles of Cordovan lighthouse, we fell in with an English gun-brig on the lee bow, and a sixteen gun cutter on the lee quarter. We immediately commenced plying to windward, with a fair prospect of escaping our enemies; as it was evident, after an hour's trial, that they did not gain upon us, and the captain was only waiting for night to change our course. At sunset, however, we discovered to our astonishment an English frigate to windward, running down directly on our beam, with topmast, top-gallant, and royal steering sails set.

Escape was now impossible. She soon ran her jib-boom over our quarter, and ordered us to haul down oursails and colours. We were then boarded by a lieutenant, midshipman, and several men from the

frigate, who informed us that she was called the *Briton*, commanded by Sir Thomas Staines, and ordered us all to repair on board of her, bag and baggage. We obeyed with all reasonable alacrity, although it was late in the evening before every thing was properly arranged and settled. It was a beautiful moonlight night; and I will not deny that as I gazed at the silver orb, I silently wished myself at Stonington. But regrets were now useless.

As soon as we were safely stowed between decks, the master-at-arms ordered a sentry to be placed over us. On the following morning, however, as the captain was examining the ship, seeing us under guard, he called to the master-at-arms, and demanded why the marines were placed over the Americans.

"Let them go about their business," said he; and then, turning to the lieutenant, he added, "let these American tars be put in messes among the ship's company; and as this happens to be the 4th day of July, a day which they always celebrate in their proud and happy country, tell my steward to give them six bottles of spirits from my own private stores, that they may drink to the memory of the immortal Washington, the father of his country."

It is perhaps unnecessary to say that we cheerfully profited by this unexpected indulgence from a magnanimous enemy; and united in celebrating the anniversary of our country's independence on board of an enemy's ship of war, and under the flag of the same power that had so often assailed our country's rights.

On the following day, our schooner, the *Joel Barlow*, was sent to England as a prize, in charge of a lieutenant, midshipman, and ten men. Our captain went in her, but the rest of us remained on board the *Briton*. The same day our French passengers were disposed of by putting them on board a little French fishing-smack out of Rochelle; although much against the inclinations of the fishermen, who begged hard to be excused, as they were sure of being imprisoned for the service the moment they landed. All their entreaties, however, were unavailing. They were compelled to obey, and the old lady and her son, accompanied by the other French lady, were received on board the smack, and we saw them no more.

Major Noah, the Tunisian consul, and his friend, were treated with the greatest civility by Captain Staines and his officers; and also by Admiral Duncan, whom they visited by invitation, on board the *Bulwark* seventy-four, as soon as we reached Basque Roads, where a British squadron was at anchor, watching the motion of the French, and picking up adventurers like ourselves. The consul was afterward transferred to the *Rippon* seventy-four, and finally sent to England, in the *Goldfinch* brig. From thence he proceeded on his mission to Tunis, by the way of Spain.

A different destiny awaited myself and comrades. We were transferred to the *Sultan* seventy-four; from thence to the *Clarence* seventy-four; in which we were conveyed to Plymouth, and put on board a prison-ship, where we remained about one month, and were then taken to Dartmoor Prison.*

* This prison is situated on an extensive *moor*, through which flows the river *Dart*; hence the name of *Dartmoor*; as the seaport town at the *mou*th of the same river is called *Dartmouth*.

In this dreary abode we found above eight thousand Frenchmen, and about half that number of Americans, all prisoners of war. Here we received every indulgence that could be expected under such circumstances ; and though we had no more than the customary "prisoner's allowance" of food, what we had was good and wholesome. We enjoyed the privilege of an excellent market, at the regular prices of the country, where every thing offered for sale was obliged to be of the best kind. No imposition was allowed to be practised on the prisoners by the English farmers. We had our own cooks, and our own nurses in the hospital ; and the doctor was one of the best and most humane of men. His name was M'Graw, and he was justly beloved and respected by every American in Dartmoor prison. We had the liberty of a large yard from daylight until dark ; and a certain number of the prisoners were each day permitted to go outside the walls to work, for which they were regularly paid by the captain of the prison. Within the walls we amused ourselves with schools, dramatic performances, and a variety of games and plays. In fact, I cannot conscientiously accuse the British of any inhumanity towards the American prisoners during all my detention of thirty-one months in St. John's and at Dartmoor, excepting the atrocious massacre at the latter place in April, 1815, after the peace. The history of this affair is familiar to every reader. The American prisoners were fired upon, by order of the infamous Capt. Shortland, when eight were killed, and thirty-seven wounded !

More than seventeen years have passed away since that horrid event occurred, and the vital current, of course, flows more calmly through my veins ; it is also not always right to probe a healing wound : yet I cannot, at this moment, refer to the affair without experiencing an unpleasant glow of indignation which it is difficult to suppress. It is the feeling of an unatoned injury rankling in my bosom. Had I been one of the wounded, I could not be more sensitive on the subject. I feel it as an American. It is true that some sort of an investigation took place—a kind of mock trial ; but it resulted in nothing satisfactory to the friends of the deceased, or the surviving wounded invalids, the most of whom will bear the marks of their wrongs to the grave.

Why was not satisfaction demanded for this brutal outrage ? The humblest American citizen is as much entitled to the protection of his government as the most elevated. Surely they who fight the battles of their country, and stand ready to shed their blood freely as water to sustain her honour and her rights, ought not to be wantonly maltreated without receiving some adequate atonement from the assassins.

About the 1st of May, 1815, the joyful assurance of our immediate release was received in Dartmoor prison, and a few days afterward we were marched to Plymouth, where we embarked for the land of liberty, our country, and our homes. In the latter part of June I once more stepped upon American ground, with a heart full of gratitude to our heavenly Father for having again redeemed me from captivity, supported me through numerous dangers and difficulties, and finally restored me to the land of my nativity in safety and in health. We

landed at Boston, and I lost no time in hastening to Stonington, where I had the additional satisfaction of finding my parents and all the family in perfect health. It was a joyful meeting, after an absence of more than two years.

As our country was now at peace, and my love of hardy enterprise not yet satisfied, I soon began to look about for some active and manly employment, congenial with my roving propensities. I therefore, after taking an affectionate leave of my friends, repaired to New-York, where I fell in with my old friend Captain Cartwright, who now commanded the ship New-York Packet, and was bound to Bordeaux. Wishing to see a little of France, I did not hesitate to ship myself on board his vessel, which shortly proceeded on her voyage.

In about three months we returned to New-York, where intelligence of the most distressing nature awaited me. During my absence, four of our family had perished in the most dreadful manner—namely, my mother, my grandmother, my sister, and my cousin. This afflicting dispensation happened in the great gale of September 23, 1815.

This was the most tremendous and disastrous tornado ever witnessed in the United States. It commenced at about four o'clock in the morning. At nine it blew a fresh gale from the east, with some rain. By twelve the wind was south-east, and had increased to a perfect hurricane. It drove the water into Providence River to the height of twelve feet above its usual high-water mark, destroying much property and many lives. But at Stonington, the home of my parents, sisters, and brothers, the effects of this gale were most disastrously exhibited, and most severely felt. At ten o'clock, A. M. the tide had risen so as to sweep all the wharves. A vast number of stores and houses were demolished, blown to pieces, and washed away by the sea—and my father's house among the rest.* Business had called him away from his family at an early hour in the morning; and when the danger began to be alarming, the water had risen to such a height that *he could not return!* He had advanced so far as to be in full view of his house; but an impassable gulf prevented his nearer approach. The house was now surrounded and more than half-filled by the unnatural deluge, the surface of which was covered with floating timbers, planks, and other evidences of its ravages. The family had retreated to the roof. Many attempts had been made to cross the raging whirlpool in boats, with the vain hope of rescuing the ill-fated sufferers from their impending destiny. My father rushed forward to succour the helpless victims, with a desperation bordering on phrensy; but was forcibly restrained by his more considerate or less excited friends. There stood the distracted husband and father, surrounded by his neighbours, gazing on the heart-appalling scene, unable to afford relief! He saw the beings who were dearer to him than life, clinging to the chimney of their habitation for support, and shrieking for assistance which Heaven alone could give. He saw them, one by one, torn from their hold by the relentless element! He saw them perish, and could afford no help!

* The loss of property sustained by my father on this occasion was considerable.

This was dreadful news to me ; but our domestic calamities did not terminate here. In about six months afterward, we were called to mourn the loss of two more of the family—two brothers, who also met a watery death. It was now feared by all that my father would sink under the weight of this accumulated affliction, and lose his reason, if not his life. But we were spared such an addition to our present troubles. Summoning to his aid a manly philosophy, combined with a pious resignation to the will of Providence, he bore up against the load of sorrow with a fortitude and calmness beyond our expectations.

In the height of these calamities, one person only proffered assistance of a more substantial nature than mere unavailing expressions of sympathy. This noble and disinterested friend was no other than Silas E. Burrows, Esq., who stepped forward like a man—nay, like an angel of mercy—and took under his protection my two little motherless sisters, to whom he has shown every mark of tenderness and affection that it is possible even for a fond father to evince for his dearest child. May the choicest blessings in the gift of a bountiful Providence be showered upon him and his. But this was no solitary instance of this good man's benevolence. His general character is above the reach of my feeble panegyric ; thousands are living who will readily bear testimony to his worth as a citizen, and his virtues as a man.

In the mean time my ruling passion was as restless as ever, pointing to new scenes, in the most remote sections of the globe. I obeyed the impulse, and visited several parts of the eastern world in rapid succession. Madras, Calcutta, Batavia, Canton, Bengal, and New-Holland. These voyages I performed in different ships, *before the mast*,—the only school in which good seamanship can be successfully and practically taught or learned.

During all this period, however, I was justly considered a very "wild youth." How long I should have continued in this thoughtless career of folly it is not easy to determine, had not Divine Providence raised up for me a faithful friend and adviser in the person of Captain Josiah Macy, master of the ship *Edward* of New-York, belonging to Samuel Hicks and himself. On a voyage to Calcutta, this worthy man, who is a pattern for all ship-masters, took me from before the mast, and by his watchfulness and fatherly advice directed my attention to more manly and useful pursuits ; nor did he remit his guardian care until he saw me master of a ship.

Thus was I diverted from the path of indiscretion, which too often conducts to ruin, by the unsolicited friendship and benevolent feelings of an entire stranger, who long acted towards me the part of a parent and a tutor ; labouring incessantly to supply the glaring defects of my education (or, more properly, my want of education), and to eradicate from my mind the seeds of folly, and plant in their stead the seeds of useful knowledge ; and finally, putting me forward in the world as a man of business, and thus securing me an honourable rank among my fellow-citizens. Heaven grant that I may feel properly grateful for such inestimable favours. As an evidence that I profited by them, the year 1819 saw my name enrolled in the honourable list of married

men! I shall not trouble the reader with my "whole course of wooing;" a record of the result is sufficient for my present purpose.

Having heard much of the South Shetland Islands, and the stirring incidents of a sealing voyage in the South Seas, I felt a strong desire to become a partaker in the labours and profits of such an enterprise. Accordingly in the month of June, 1821, I accepted the office of first mate on board the schooner *Wasp*, belonging to James Byers, M'Intire, Nixson, and B. W. Rogers of New-York, and commanded by Captain Robert Johnson. My brother also went out in the same vessel, as second mate. We had a fine passage to the Falkland Islands, where we found the brig *Aurora* on shore at New-Island, in Shallop Cove. After a short stay here, we started for Staten Land, where we came to anchor on the 15th of September, in East Harbour.*

I now took my brother, with the two boats well manned, and started on a cruise around the island in search of fur seal. But this day's cruise had wellnigh proved my last; for in attempting to land, with two of my boat's crew, an accident happened which threatened fatal consequences both to them and myself. As a heavy swell was rolling into the shore, I ordered the two men to land before me, confident that I could gain the top of the rock before the next roller came in. But here I unfortunately overrated my own agility, and miscalculated the velocity of "the saucy billow," for before either of us could obtain a good foothold, a very heavy roller, full fifteen feet in height, came swiftly in, and swept all three of us off the rock. Being in the rear of my men, it struck me with much greater violence than it did them, plunging me downwards with great velocity. I struggled manfully with the gigantic assailant, but before I could clear myself from the kelp and undertow, and rise again to the surface, I had become so completely strangled with water that it was useless to close my mouth, as no more could enter it.

During all this struggle my presence of mind did not once forsake me. My thoughts flew like lightning over the actions of my past life; indeed, the rapidity with which I recalled every single transaction of departed years is truly incredible. I reviewed the whole, but among a mass of youthful follies I beheld no crime for which I could condemn myself. Nothing troubled me but the idea of leaving my little family so poorly provided for, and exposed to the insults and impositions of an unfeeling world.

Perceiving that my strength was wasting very rapidly, I made a desperate effort to swim off shore to my boat, which I saw just outside of the breakers, and near her the boat of my brother, who was pulling in, and admonishing me at the same time, in a loud but cheerful voice, to keep up my spirits for a minute or two longer, when he would be able to reach and assist me.

All my attempts to swim off shore were frustrated by the heavy rollers, throwing me back towards the rocks. I therefore changed my purpose, and made several trials to reach the shore; but just as I could almost touch the rocks which lined it, the undertow would take

* See chapter iii.

me fifteen or twenty feet beneath the water. At length, when my feeble struggles had once more raised me to the surface, I found that my strength had entirely left me; and ceasing to struggle, I passively and slowly descended, confident that I could never come up again without assistance, and feeling that after such powerful exertions and consequent fatigue, it was sweet to rest, even if it were the rest of death!

When I had slowly sunk about two feet below the surface, in nearly an erect posture, with my face off shore, and my eyes open, I saw my brother's boat coming in, on a very heavy roller; he appearing determined to save or perish with me. As the boat came in with great velocity, I saw him standing in the bow, with a coiled line in his hand ready to throw to my assistance, which he did as soon as he came within proper distance, and with such accuracy that the coil, settling much faster than I did, came directly over my head. Heaven gave me strength to clench it in my hand, which I did with a death-gripe, and in the next moment my brother had hold of me.

"Stern, all!" he exclaimed, and the oars were vigorously plied to pull the boat backwards from the breakers; but before she could clear them, she came very near standing on end or pitchpoling.

Thus far my senses faithfully performed their several functions. I could see, hear, feel, think, reason, and draw conclusions. But the instant I was raised to the surface, and felt the breath of heaven on my face, I knew no more, but lay insensible, apparently dead, for four hours; during all which time no human strength could compel my fingers to relax their hold of the cord which, under Providence, saved me from a watery grave.

When I recovered my senses, I found that I had cascaded a vast quantity of salt water, and felt myself utterly prostrated with excessive weakness. The boats were now pulling for the schooner, which they reached about midnight, the watch on deck having called Captain Johnson, on seeing us approach. My brother's boat was the first to get alongside, when he briefly communicated to the captain the nature of my situation. The moment I was lifted from the boat to the deck of the *Wasp* I found myself in the arms of Captain Johnson; who, with a full heart and overflowing eyes, immediately returned thanks to God for my truly miraculous deliverance.

From Staten Land we shaped our course for the South Shetland Islands,* and arrived at Monroe's, after a pleasant run of four days, with light winds from the east and north-east, and clear weather. In cruising among these islands we experienced many dangers and hair-breadth escapes from the fields of ice which frequently surrounded our little vessel. Our situation at times was peculiarly hazardous, cheerless, and lonely,—no other vessel appearing in those seas to interrupt the solitude which surrounded us for sixteen days, although we were daily expecting the brig *Jane Maria*, of New-York, belonging to the same concern, for which we were to prepare a cargo of sea-elephant oil or blubber.

On the third day after our arrival we explored our way, with ex-

* See chap. iii.

treme difficulty and not a little danger, through the ice, as far to the eastward as Yankee Harbour. Before we reached this place, however, being then about three miles from it, we became completely enclosed in the centre of a vast field of ice; and before we could rescue the vessel from this unpleasant and perilous situation it came on to blow a smart gale from the S.S.W., nearly dead on-shore. In the course of two hours the violence of the wind had raised a heavy and dangerous sea, which caused these large cakes of ice, about six feet in thickness, to surge against the schooner with alarming force. This rendered our situation extremely critical; and we made several bold attempts to *force* the vessel through the ice into clear water, which was now only about three hundred yards from us.

Convinced, at length, that our ice-bound schooner could not be made to move without putting on her such a press of canvass as would, almost to a certainty, carry away her masts, as the gale was increasing every moment, Captain Johnson ordered the sails to be taken in, and the boats to be prepared with provisions, muskets, ammunition, and fireworks,—in order that we might haul them to the shore over the ice, in case of the last extremity,—as there was every prospect of the schooner's going to pieces if she continued much longer in her present dangerous situation. But by the time the boats were in readiness the crew had become completely disheartened,—the mildest prospect before them being that of perishing with the cold on the ice, if they escaped a watery grave!

At this juncture of affairs Captain Johnson, myself, and brother held a consultation, which resulted in a determination to force the vessel through the ice, at the hazard of her masts. Should we remain much longer where we were, our fate was inevitable; and we could but perish at last, if the masts went by the board. It was a desperate alternative; but possibly it might prove successful. Captain Johnson gave the word, and I sprang forward to see it executed.

"All hands, ahoy! to make sail!" I exclaimed, and the crew were instantly in readiness. "My brave lads," I continued, "you all see our danger, and must exert yourselves to escape it. Active obedience and manly presence of mind can now alone save us. I know you too well to doubt your skill and courage. Cheer up, my hearties, and exert yourselves like men in making sail to save the vessel and your lives. Let us give the little Wasp all her canvass, and she will either carry us safely out of this perilous situation, or lose her limbs in the attempt."

This brief exhortation had the desired effect. Every man sprang to his duty with renovated cheerfulness and alacrity; and in a few minutes all the heavy canvass in the vessel was spread to the gale. Such is the salutary influence of a little seasonable excitement on desponding minds.

Our little bark vainly struggled for about fifteen minutes, the masts yielding to the unwonted pressure as far as the shrouds and backstays would permit. On the strength of this cordage our redemption now depended. We watched her motion with an almost breathless anxiety. At length we perceived that she began to move, at the

tardy rate of about twice her length in twenty minutes. This slow movement, however, was gradually accelerated, until, in about twenty-five minutes, we found her approaching the outer edge of her ice-bound prison with great velocity. It was now deemed necessary to shorten sail, lest her still increasing speed should drive some sharp fragment of ice through her bottom. Every sail was therefore taken in, except the head of the foresail; by which time we were in clear water, where we hove the vessel to under two reefs in her foresail, which was now as much canvass as she was able to stand under in such a gale.

On the following day the gale abated, fine weather succeeded, and the sea soon became smooth. It was now found necessary to get the vessel into a safe anchorage as soon as possible. This was finally effected by the discovery of a new and commodious harbour, to which, in honour of our worthy captain, we gave the name of Johnson's Harbour. Here we came to anchor, and enjoyed a little respite after our late danger and fatigue.

The next morning my brother and myself, each in command of a well-furnished whale-boat, started on a cruise in search of sea-elephants. Our boats were equipped and stored with every thing necessary for such service,—such as provisions, arms, fireworks, tent, &c. After coasting along the shore for about thirty miles to the westward, we discovered the objects of our search on the beach, in immense multitudes, to the amount of at least ten thousand. Exulting in the prospect of a successful enterprise, we immediately selected a convenient spot and pitched our tent, which was made of No. 1 canvass, and of sufficient capacity to accommodate the crews of both whale-boats. Here we encamped, in the midst of our unconscious victims, which were scattered around us in numbers more than sufficient for our present purpose,—which was merely to provide a cargo of seven hundred barrels of oil for the brig Jane Maria, of New-York, and which we effected in a very short time.

As soon as the brig arrived and took charge of the oil, we weighed anchor and shaped our course to the north-east, in search of fur-seals. This unwearied activity was characteristic of our enterprising and amiable commander. On the accomplishment of one object he proceeded to another without a moment's delay. But it is to be feared that this laudable ambition at length carried him too far, and that he has fallen a victim to that spirit of manly enterprise by which he was always actuated. He sailed from New-York in 1826, on a voyage to the South Seas, but has not been heard of since he left the south cape of New-Zealand, in 1827.

We arrived at the Seal Islands in the latter part of November, 1821, but found very little game to reward us for the trouble of coming thither. Captain Johnson, therefore, whose active spirit would not permit him to linger among these islands in idleness, adopted the resolution of sailing eastward in search of new lands. So we took our boats on deck, and steered between the east and the south, until the second day of December, at one o'clock, when the man at mast-head gave the cheering cry of "Land, ho! Land, ho!"

This proved to be an island, bearing east-half-south, distant five

leagues; not noticed on any chart. At 2 P. M the wind had died away to a dead calm. Knowing this to be a new discovery, and anxious to ascertain if there were any fur-seal on its shores, I prevailed on Captain Johnson to let me take my boat and visit the stranger. The boat was accordingly lowered and manned, and at half-past two our brave lads began to pull for the shore, which was now about ten miles from us. Our orders were to return before dark, and in case of a breeze springing up, to look for the Wasp under the lee of the island. Our men gave way with great spirit and alacrity, cheered with the hope of finding on the shores of our new discovered island an abundance of that amphibious game of which we were in search.

After two hours' hard rowing our boat reached the beach, and anxious to be the first man on shore, I resigned the steering oar to one of the men, and sprang into the bows of the boat, from whence I leaped to land before a particle of sand had been disturbed by her keel. Here were no inhabitants either to bid me welcome or to resent the intrusion, with the exception of some twenty sea-dogs, reposing on the beach, and their tacit hospitality we inhumanly rewarded by despatching five of the handsomest, and making free with their jackets.

On what trifling contingencies depend important events! This little adventure proved the means of saving our lives! But for the capture of these sea-dogs, our boat and crew, in all human probability, would never have been heard of more, nor would this humble narrative have ever been put to paper! But I will not anticipate.

We now proceeded to explore the beach in search of fur-seal, and soon feel in with a yearling of the right sort. 'This put our lads in fine spirits, as it seemed the earnest of some heavy rookeries* ahead. But in this hope we were all sadly disappointed; for after vainly exploring above ten miles of the shore, which abounded with spots of fine beach, and places suitable for seal in a parturient state, we gave up the search in despair, and prepared to return to our vessel.

It was now near eight o'clock, P. M., and the wind had commenced blowing a smart breeze from the west, attended with light snow-squalls. The Wasp, as we expected, was lying-to on the leeward side of the island, at the distance of about ten miles, bearing E.N.E. by compass. We unmoored, hoisted sail, and steered directly for the schooner with a fair wind, until we were within about two miles and a half of her, when a thick snow-storm set in, while the wind continued to freshen. We still shaped our course for the position in which the Wasp was last seen, lying-to with her starboard tacks on board, bearing E. by N. half N. Consequently, we steered E. by N. for about two miles, when we commenced firing muskets every five minutes, until we judged ourselves to be near the schooner.

Not receiving any answer to our signal-guns, we turned the boat's

* As this noun, in both its numbers, will frequently occur in the course of this work, it may not be improper in this place to explain its meaning. The word *rookery*, which properly means "a nursery of rooks," has been applied by all our South Sea navigators to the breeding encampments of various oceanic animals, such as seal, penguins, &c. It is possible, however, that it may have been derived from the verb *to rook*, or *to ruck*, which signifies *to squat*; to bend and set close, to cower, &c. At the risk of transgressing the canons of criticism, I shall use the term *rookery* as it is understood by South Sea sailors—"a spot selected by certain animals for the purpose of bringing forth their young."

head to windward, took in the sails, and pulled towards the island; making, however, but very little headway. In this manner we proceeded until it began to grow dark, which in this latitude, and at that season, was at half past ten, P. M. At this time the haze opened a little, so that we obtained a sight of the schooner bearing S.W. by W. five miles to windward, under a heavy press of sail, with her larboard tacks on board. The island now bore W. by S. distant seven miles, as we had gained about two miles in-shore.

The wind had now increased to a perfect gale, and our situation every moment became more and more critical. Presuming that Captain Johnson did not see the boat, and finding that we were rapidly losing ground, the crew became very much disheartened. The snow-storm again set in, thicker than ever; so that we soon lost sight both of land and vessel. The gale continued to increase in violence, and the waves in magnitude; so that it was almost impossible to keep the boat's head to the windward. I now found it absolutely necessary to adopt some other method to keep her in that position than merely hanging upon our oars; for unless her head was pointed to the seas, she would inevitably fill. To prevent such a catastrophe, I fortunately hit upon the following expedient.

We bent or fastened one end of the boat's warp to the five seal-skins we had taken in the afternoon, and at about three fathoms distance from the skins, we secured the oars to the same cord. In order to prevent the latter proving too buoyant, we loaded them with the boat's anchor, secured by what cordage we could command, such as the halyards and sheets of our sails. As soon as this rude apparatus was completed, we committed it to the waves, paying out about twenty fathoms of the warp, which we secured to the bow and stern thwarts, keeping it well parcelled in the chucks, to prevent its chafing. When this was all properly arranged, we stowed ourselves in the centre of the boat, and soon found that one man could now keep her free, by baling only half his time, although the sea ran excessively heavy, and the gale blew with such violence that it was almost impossible to breathe while looking to windward.

Still, however, our little boat made very good weather of it. The oil which worked from the blubber attached to the skin so smoothed the rough billows that not a sea broke near the boat. For the space of twenty-four hours we thus rode by our floating anchor, in a tremendous gale of wind, a very heavy sea, and a violent snow-storm. During this time we must have drifted to leeward at least fifty miles, as there was no land in sight when the storm abated, and the weather became clear. Our newly discovered island could have been easily discerned at the distance of forty miles.

Although the storm had abated, our situation was still extremely perilous. We had neither provisions nor quadrant on board the boat, in the high latitude of $60^{\circ} 30'$, and were, in fact, destitute of every thing necessary to extricate ourselves from this awkward predicament. To add to the difficulties and dangers which surrounded us, the feet, hands, and ears of the crew began to be frozen. I now found myself compelled to exercise some severity towards the poor fellows, in order to prevent their perishing with the cold. That treacherous and horrid

drowsiness which is ever the precursor of death by freezing came over them with almost resistless force, and I knew that he who slept would wake no more. I therefore adopted every method I could think of to arouse their almost dormant faculties, and could only succeed by exciting some turbulent passion. I also compelled them to dip their hands and feet into the water every few minutes, to prevent their freezing any more; as I, who set the salutary example, escaped the slightest touch of the frost. The moment I felt a sensation of numbness in my extremities, I dipped the affected part in the salt water, and the feeling was almost immediately removed.

On the 3d of December, at nine o'clock, A. M., the gale subsided, and was succeeded by fair weather. We now weighed our floating anchor, the wind having shifted to the south, and again set sail in search of our new island. The course we steered was W.S.W., running at the rate of five miles an hour, until two o'clock the next morning, December 4th; when, to our unspeakable joy, we found ourselves close in with our little island, which we had left two days before. At four o'clock, A. M., we had the additional pleasure of discovering the schooner to the eastward, steering directly for the island, and at half past six we were once more safe on the bright decks of the *Wasp*, where my brave boat's crew received the cordial embraces of their sympathizing shipmates. It was necessary, however, that this interchange of congratulation should be abridged, as my men were much frost-bitten, and quite exhausted for the want of food and rest; the little bread we had on board the boat being completely soaked with the salt water.

As respects myself, I was received by the captain and my brother as one risen from the dead. Both of them shed tears of joy, and fervently expressed their thanks to Heaven for my deliverance. They had given us up for lost, concluding it impossible that our little boat could weather such a gale, or live an hour in such a sea. Even the schooner had suffered considerably, having part of her bulwark washed away while lying-to in the height of the gale, which split one three-reefed foresail and one balance-reefed mainsail. She had also drifted about ninety miles to the eastward.

Captain Johnson had seen our boat just as the snow-storm set in, and concluded that we would immediately steer for the land, which was what we vainly attempted to do. At half past ten, P. M., when the snow cleared off for a few minutes, he could discover nothing of us from the masthead; and finding the gale increasing to such an alarming degree of violence, attended with so rough a sea, he naturally concluded that the boat must have been swamped, and that, as a necessary consequence, all hands had perished; as it seemed to him, he said, "utterly impossible for any boat to live at sea in so violent a gale, with the sea running so high as, at times, almost to bury the schooner." It was nothing, under Providence, but the soft persuasive influence of our sea-dog oil, that partially appeased the angry god of the ocean, and restrained his fury from filling the little bubble of a vessel in which we floated. To the God of gods we gave the praise, for to him alone was it due.

At eight o'clock, A. M. we once more sat down to a warm breakfast;

and at nine, P. M., having examined the coast to our satisfaction, and finding no seal, we steered for Staten Land, where we again fell in with the brig *Jane Maria*, bound to New-York. As this vessel was also under the orders of Captain Johnson, though now in the charge of one in whom he had not the most implicit confidence, he expressed a wish that I would take passage, and navigate her to New-York. I cheerfully complied with my worthy friend's wishes, and embarked on board the *Jane Maria*, which, in a few days afterward, arrived at the Falkland Islands. Here we remained about a month, for the purpose of taking fur-seal, and then set sail for the United States. After a pleasant passage of fifty-eight days, we arrived in safety at the port of New-York, on the 26th of April, 1822. I had the satisfaction of finding my family and all my friends enjoying good health; but shall not trouble my readers with any trite remarks respecting the pleasure of meeting those we love, after so long an absence; presuming that they know as much about it as I can tell them. At any rate, they will not look for sentiment in the rough journal of a sailor.

On the day after my arrival, our owners having perused the letters which I brought from Captain Johnson, Mr. Byers promptly offered me the command of a vessel, if I would wait a month or two; at the expiration of which time it would be the proper season to commence a South Sea voyage for the purpose of sealing, trading, and making new discoveries. I readily acceded to this proposal, and immediately took charge of the schooner *Henry*, to have her repaired and fitted against the return of Captain Johnson, who was then to take the command, and resign the *Wasp* to me. In about six weeks the latter vessel made her appearance, with a cargo of hair-seal skins—last from the island of Mocha; and, in due time, Captain Johnson and myself exchanged places. I then took both vessels up to the ship-yard of Messrs. Blossom, Smith, and Damon, to be thoroughly overhauled, repaired, and fitted for a long voyage.

When the two vessels were properly fitted for sea, and removed from the ship-yard to the stations assigned them for that purpose, we commenced taking in provisions and salt for a sealing voyage, which it was calculated would occupy about two years; while both commanders were vested with discretionary powers to prosecute new discoveries, and to trade for the benefit of all concerned. Each vessel was therefore liberally and bountifully supplied with every thing necessary and comfortable for such an expedition, by James Byers, Esq., one of the owners. In naming this gentleman, I cannot avoid expressing the high estimation in which I hold his character for honour, liberality, mercantile integrity, and every manly virtue.

In due time our two schooners were completely equipped and ready for a two years' cruise in the South Seas, Antarctic Seas, and Pacific Ocean; both of them being strong, stanch, well-rigged, fast-sailing vessels. On the 30th day of June, 1822, we prepared to set sail—having, of course, previously taken leave of our friends, and parted with some perhaps for ever! At eight, A. M., the pilot came on board, when we got under way, and put to sea with a fine breeze from the S.W. and fair weather. The journals of this and three subsequent voyages form the contents of the following pages.

VOYAGE

TO THE

SOUTH SEAS AND PACIFIC OCEAN.

CHAPTER I.

Thoughts on a Polar Expedition—Objects of the present Voyage—Departure from New-York—Fourth of July—Crossing the Equator—Visit from Father Neptune—Arrival at St. Ann's Islands—Village of St. João de Macae—Cape Frio—Arrival at Rio Janeiro—Directions for Entering the Harbour—Description of St. Sebastian's—Its Trade and Commerce—Beauty of the surrounding Country—Natural Productions—Character of the Inhabitants.

NOTWITHSTANDING the length of time which has elapsed since the discovery of the western continent, and the consequent impulse given to the spirit of discovery, it is a remarkable fact that the most interesting section of this terraqueous globe still remains unexplored, and almost totally unknown. It is a reproach to every civilized country, that the people of this enlightened age possess so little accurate knowledge of the seas, islands, and perhaps continents which exist in the polar regions of the southern hemisphere.

Many enterprising navigators of the last and present centuries have made highly laudable, and some of them partially successful, attempts to penetrate the cloud of mystery which still hangs over the Antarctic Seas. But every one has stopped at a certain point, timidly shrinking from the farther prosecution of what they deemed an impracticable project. Some, it is said, have even been deterred by a superstitious notion that an attempt to reach the South Pole was a presumptuous intrusion on the awful confines of nature,—an unlawful and sacrilegious prying into the secrets of the great Creator; who, they contend, has guarded the “ends of the earth” with an impassable bulwark of indissoluble ice; on which is written, “Thus far shalt thou come, but no farther; and here shall thy proud course be stayed.” Such an idea would have become the inquisitors of Spain in the days of Columbus.

Admitting for a moment, however, that such is the fact, and that nothing less than a miracle could open the passage through this formidable barrier, I contend that genius, science, and energy combined can work miracles, and even remove mountains; for what is a miracle but the power of *spirit* over *matter*—the triumph of mind over

physical impediments. The march of intellect is irresistible; and were the earth itself one globe of ice, the fire of genius, directed by the wand of science, could melt a passage to its centre. The day is not far distant when a visit to the South Pole will not be thought more of a miracle than to cause an egg to stand on its point.

I have long been of this opinion; and the voyage of which I am now about to give a plain but correct narrative has strengthened that opinion to a firm conviction. One grand object of this voyage was to acquire a more accurate knowledge of the Antarctic Seas, and to ascertain the practicability, under favourable circumstances, of penetrating to the South Pole. For the furtherance of this object, I was vested with discretionary powers by the owners of the *Wasp*, a fine fast-sailing schooner, fitted out for the purpose, well manned and equipped, and intrusted to my command. We set sail from the port of New-York on Sunday morning, the 30th of June, 1822, with a fair wind and pleasant weather.

July 1st.—At six o'clock, P. M., having discharged the pilot, we took our departure from Sandy Hook lighthouse, bearing W.N.W. distant seven leagues, and steered a S.E. course, with a fine breeze on our starboard beam. This was on the afternoon of Monday, the first day of July, 1822; a year rendered somewhat memorable in the city of New-York, by the last visitation of that terrible scourge, the yellow fever, which made its appearance about the 1st of August, a month after our departure, and did not stay its ravages until the October following.

The favourable auspices under which we commenced our voyage were hailed as auguries of a successful result, and soon banished from our minds every little tender regret which parting interviews might have left lingering about the heart. The wind was sufficiently fair for the course we lay; the weather was pleasant, and the crew in high spirits.

July 4th.—Thursday, the 4th, being the anniversary of our country's independence, the star-spangled banner was hoisted at sunrise, while a grand national salute reminded old Neptune that freemen acknowledged no earthly power as mistress of the ocean. The crew on this occasion were furnished with an extra allowance of such good things as tended to enliven their patriotism, and brighten their ideas of national glory; during the discussion of which we of the quarter-deck were not niggardly in setting them a good example. We were now in latitude $36^{\circ} 6' N.$, long. $66^{\circ} 15' W.$ —fair weather.

Friday, July 5th, completed the 27th year of my age. The annual return of one's birth-day is always a suitable subject for serious reflection; and on this occasion I reviewed the little checkered scene of my past years with mingled sensations of pleasure and regret. Bright anticipations of the future, however, soon became predominant in my imagination. At a comparatively early age, I had been deemed worthy to take charge of an expedition intended not only to benefit those immediately interested and concerned, but also to aid the cause of science, and add, perhaps, one little ray to the already dazzling glory of my country. This single idea, in the mind of an enterprising young man, is certainly a sufficient excitement to a faithful discharge

of his trust. Our latitude this day at noon was $35^{\circ} 55' N.$, long. $63^{\circ} 45' W.$ —weather pleasant.

July 22d.—Although we left New-York with a fair wind and pleasant weather, experience had taught us not to expect a long continuance of such favourable circumstances. We were not disappointed, therefore, in meeting a due share of baffling winds and occasional foul weather. Such, in fact, was the case with us until Monday, July 22d, when we took the N.E. trade-winds, in latitude $28^{\circ} N.$, long. $40^{\circ} 30' W.$ On the following day the sun entered the sign of Leo.

July 23d.—We crossed the tropic of Cancer on Tuesday, the 23d, at five o'clock, P. M., in long. $40^{\circ} 11' W.$ —wind from E.N.E., and fair weather.

July 30th.—For about a week we were favoured with the N.E. trade-wind, and were within two hundred leagues of the equator, when it forsook us, on Tuesday, the 30th, in lat. $10^{\circ} 10' N.$, long. $36^{\circ} 15' W.$ From this time, for twelve days, we had light variable winds from S.S.W. to S.S.E. attended with heavy rains.

August 1st.—Thursday, the first day of August, completed just 320 years since Columbus first discovered the continent of South America, on which he landed sixteen days afterward. This fact occurred to my mind in association with an important item in my instructions—namely, to make a critical survey of the South American coast, from Cape Corrientes to Cape Horn; and as far north on the Pacific side as circumstances would permit. It is a remarkable fact, that, after landing on this vast continent, and surveying much of its coast, Columbus lived and died under the impression that it was an island, and that all his new discoveries were on the eastern coast of Asia! Our latitude this day at noon was $8^{\circ} 27' N.$

August 12th.—On Monday, the 12th, we crossed the equator, in long. $26^{\circ} 42' W.$ Agreeably to ancient usage on such occasions, we were honoured by a visit from Father Neptune, who courteously bid us welcome into the southern hemisphere; in return for which civility, his health was drunk, if not in ambrosial nectar, at least in beverage which sailors are quite as fond of. The usual ceremony of shaving and ducking the novitiates was then performed with the customary solemnities, consecrated by copious libations. Having by these indispensable rites propitiated the favour of our tutelar deity, he most graciously took his leave, wishing us a prosperous voyage. We therefore advanced with confidence into the southern section of his extensive domains.

For nearly a fortnight previous to this date, we had light variable winds from quarters not very favourable to our wishes; from S.S.W. to S.S.E.: but we now took the south-east trade-wind, in lat. $1^{\circ} 17' S.$, long. $26^{\circ} 42' W.$ This wind blew from S.S.E. to E.S.E., and enabled us to lay our course S.W. for the islands of St. Ann's, which lie off the coast of Brazil, near the mouth of the river Macae.

We continued this S.W. course for about twenty days, wafted gently along by the light trade-wind, attended with pleasant weather. In this passage we frequently amused ourselves with catching dolphins, porpoises, benotas, skipjacks, &c., besides some sharks, and pilot-fish. Independent of the sport attending the capture of these inhab-

itants of the deep, some of them were very acceptable for the table, after being without fresh provisions for so many days.

September 2d.—We arrived at St. Ann's Islands on Monday, the 2d day of September. These islands lie in latitude $22^{\circ} 24' 30''$ S., long. $41^{\circ} 47' 15''$ W., directly before the mouth of the river Macae, about three miles from the shore. The entrance to this river is not more than forty fathoms broad, and unfit for vessels of more than 250 tons burthen. A little south of its mouth, and close to the shore, is a ledge of rocks, which must be carefully avoided; but every other part of the coast near the entrance appears to be free from any such hidden danger.

On the northern side of the harbour's mouth is the village of St. João de Macae, consisting of about 125 houses, some of which not only present a handsome appearance, but are quite commodious in their internal arrangements. Most of them, however, are of an inferior class, consisting of a single story, small and inconvenient. The exteriors of all of them are either painted or whitewashed, which gives the village a picturesque appearance from a distance. A few edifices of superior style and dimensions occupy an eminence near the mouth of the river, on the summit of which are the church and flag-staff. Here a flag is displayed when the passage is safe, for the information of approaching vessels.

In entering the harbour it is necessary to keep close to the rocky point on the south side, and when abreast of it, to let go an anchor, giving the vessel about twenty fathoms of cable. The Moro, or castle of St. João, on the north bank of the river, is a conspicuous mark to designate the bay of St. Ann's. Its situation is in lat. $22^{\circ} 31'$ S., long. $42^{\circ} 8'$ W. The coast hence to Cape Frio, with its numerous little islands, will be best understood by referring to the late charts of the Brazilian coast. In running for this cape, the navigator will find it a high, rough promontory, separated from the mainland by an inlet, which forms a snug harbour. The cap of the cape, for shape and appearance, is the most remarkable and important landfall on this part of the coast. The land between the promontory and the entrance of Rio Janeiro is mostly low and sandy; but as it recedes back into the country, it rises into elevated and uneven mountains, presenting a very beautiful and picturesque appearance. The latitude of the pitch of Cape Frio is $23^{\circ} 0' 30''$ S., long. $42^{\circ} 2' 45''$ W.

The harbour of Cape Frio is formed by Cape Island, and is about a mile in extent each way, with a depth of water varying from twenty to six fathoms. The best entrance is at the east, and on the south side of an islet called Jiha dos Porcos. This passage is about a quarter of a mile in width, and the depth of water in the channel varies from twenty-five to fifteen fathoms, with a bottom of fine sand and mud. There is also a passage at the west end of the harbour, but that is only suitable for boats. About twenty ships may lie in this harbour in perfect safety. Fresh water may be had at the wells in the coves on the N. and N.W. There are wells, also, on an island at the west end of the harbour, where some huts are to be seen. The tide flows

here on the days of new and full moon, until nine o'clock, and rises about five feet.

Vessels bound to Rio Janeiro, when approaching Cape Frio by night, from E. to S.E., should be careful not to run into the bay to the north of the cape. Such neglects or inattentions to the ship's reckoning often prove fatal to the vessel. The appearance of the cape in approaching it from this direction is somewhat remarkable; rising in two well-defined mounds or hummocks, pointed at their summits, bearing a very exact resemblance to a lady's bosom. The water about the cape is deep, as it is also around the islands in the vicinity. Consequently ships may run for the cape at night with safety, provided proper attention be paid to the reckoning, and the weather be tolerably clear.

At the distance of sixty-four miles from Cape Frio, lat. $23^{\circ} 2' 45''$ S., is a small low island, called Flat Island, on which stands a lighthouse, and at one and a half miles to the west is another island, more elevated, called Round Island. These islands are sometimes called Maurice Islands, and are very useful marks for ships running for the harbour of Rio Janeiro. Vessels bound for this harbour, after passing Cape Frio, should steer due west, keeping about four leagues from the shore in the night, and about one league and a half in the daytime, till they make Round Island, which will be seen before Flat Island, although the former lies nearly two miles farther to the westward. The currents on this coast generally set due east or west, and often at the rate of one and a half miles an hour.

Between Cape Frio and the entrance to Rio Janeiro, the greatest part of the coast is low and sandy, and within the beach are several extensive lagoons. The only remarkable headland between the cape and Rio Janeiro is Point or Cape Negro, which is the extremity of a ridge of high land extending from the north to the seashore. This headland lies thirty-two miles to the westward of Cape Frio.

In the direction of W.S.W. four leagues distant, within about a league from the shore, are three small islands, called the Maricas, about four leagues E. by S. from the entrance to Rio Janeiro. With Round Island in sight to the westward, the Marica Isles (in a direct line with each other, nearly north and south) will be descried to the northward, and may be passed in safety within half a mile.

September 4th.—We arrived at St. Sebastian's, Rio Janeiro, on Wednesday, the 4th day of September. The entrance to this celebrated river is very plain, being formed by a narrow opening in a ledge of rocks, which skirts the coast in this vicinity, and is easily distinguished by the Gavia Corcovadia mountains, on the south-west side of the harbour. There are no pilots to be found off the coast; for as there are no hidden dangers to encounter in going into the harbour, the assistance of professional pilots is deemed unnecessary. When the sea-breezes are strong enough to enable ships to stem the ebb-tide, vessels of any size may enter this port, by day or night, and repose in the beautiful basin above with perfect safety. On entering at night, however, the fort Santa Cruz makes a signal to the city, by firing two guns, and showing two lights. This is not to be under-

stood as interfering with the vessel that is entering the passage ; for the port regulations of the place require all vessels to bring-to a little below fort Do Vilganhon. Any vessel attempting to pass before she has been visited will be fired at from the fort, and the commander will be liable to imprisonment, in addition to paying a fine for each gun so discharged.

In entering this port, the navigator must take care to pass within hail of fort Santa Cruz, in order to answer any questions that may be asked, and he will find sufficient depth of water close to the rocks, even for a ship of the line. This ceremony complied with, he must steer for fort Do Vilganhon, opposite to which he must either lie-to or come to anchor, and not permit any boat to come alongside, except those of the government, until he obtains a pass, or pratique. This necessary talisman will open a passage for him to the island of Cobras, or Copper Serpent Island, the place of anchorage for merchant-ships. On this island are works of defence, magazines, dock-yards, wharves, &c.

Rio Janeiro is the capital of all the Portuguese dominions in America. In former times Bahia dos Todos, or Santos, was the principal seat of government and chief mart for commerce in the Brazils ; but the discovery and improvement of the gold and diamond mines within one hundred leagues of the city of Rio Janeiro, or St. Sebastian's, gave a decided preponderance to the latter. The city is built on a plain at the west side of the harbour or bay, at the foot of several high mountains which rise behind it. It extends into the bay on a projecting peninsula, or tongue of land, about four miles within the mouth of the harbour. The river, or arm of the sea, on which it stands, derives its name from having been discovered on the day of the feast of St. Januarius ; or on the first day of January, in the year 1516.

The entrance into the harbour from the sea is bounded on the west side by a leaning conic eminence called Sugar-loaf Hill, a gigantic rock a thousand feet high ; and on the other side by the huge mass of granite supporting the castle of Santa Cruz. This entrance being narrow, and well fortified by nature, the port might easily be rendered impregnable to an enemy. The castle or fortress just named may be considered the principal work of defence. There is a battery of some extent on the other side, at the foot of Sugar-loaf Hill ; but, like many others along-shore, it has become almost useless by neglect. The city derives but little protection from its immediate fortifications ; and the island of Cobras, notwithstanding its contiguity, is little calculated to afford the city any assistance in case of invasion.

The city is well built, the houses in general being of stone, and two stories high, having a little balcony before the windows, and a lattice of wood before the balcony, after the fashion of the European Portuguese and Spaniards. The streets are not broad, but quite straight, crossing each other at right angles. The palace, or imperial residence, fronts the water ; and, with the public square adjoining, is in full view from the anchorage. This edifice, however, though extensive in dimensions, has nothing particularly magnificent in its appearance to indicate its being the mansion of royalty. There are also a number of churches, but not remarkable for splendour or elegance, ex-

cepting the royal or imperial chapel, which adjoins the palace. On the same side of the square, also, are the theatre and opera house, neither of which presents a very striking appearance. The exterior of the theatre, however, is fully equal to the performances within, which are wretched abortions. Their operas are better conducted, as the Brazilians appear to possess a natural talent for music, which they execute with much taste and effect.

The market is well supplied, and so eligibly located, that with a very little trouble, it might be kept in fine order: but the inhabitants are idolaters at the shrine of Filthiness, whose nostrils, if there be such a goddess, must be perpetually regaled with the odour of her favourite incense. The public square before mentioned, and some of the streets in its vicinity, are kept tolerably clean, but most of them are disgustingly filthy. Gold-street is the most attractive, being the general resort of strangers whose object is to procure jewelry and precious stones, the natural product of the country. Here, however, they too often suffer from an organized system of imposition and fraud. Since this place has become the seat of government, great numbers of commercial adventurers have flocked hither from England, Ireland, Scotland, and the United States. The most of these, under Portuguese tuition, prove to be apt pupils in the school of knavery; so that from any of them a stranger is more than likely to receive a bit of paste, while he pays for a genuine gem.

The shops are well supplied with English goods, and all other kinds of merchandise; the trade of this place being considerable from various parts of the world. There is a Chinese warehouse of great extent; where, at certain periods, the merchandise of that country may be purchased at a low rate. Sixty or seventy American and English mercantile houses are established here, and the export trade is almost entirely in their hands. The imports consist of English manufactures, and every article of European produce that can find a purchaser in the Brazilian market. Their principal exports are sugar, coffee, and hides; and the Rio coffee holds the third rank in the American market. Besides these, the country produces wheat, rice, cocoa, cotton, tobacco, salt, and wood. It has recently been asserted that the trade of Brazil has lately become unprofitable to the foreign merchant, from the excess of capital employed in it; and that European produce is now sold at or below prime cost. However this may be, the revenue of the custom-house at Rio is estimated at one million and a half per annum. The population of the city is calculated at one hundred and fifty thousand; two-thirds of which are slaves.

The harbour of Rio Janeiro is perhaps the finest in the world for beauty, capacity, and safety; and were the heat less oppressive than it is, the surrounding country would be a perfect paradise. As before stated, it is formed by a narrow opening in the ledge of rocks which line this part of the coast like a granite palisado, or wall. Notwithstanding the entrance is so narrow, the basin within this little strait increases to the width of three or four leagues, speckled with small islands clothed in perpetual green; on some of which are delightful little hamlets, while others contain elegant country-seats, belonging to

the nobility and gentry of St. Sebastian's. On both sides, the shores of this romantic gulf are lined, at the water's edge, with neat cottages occupied by fishermen; back of which, on the green hills, sloping gradually towards the water, are villas and farm-houses, churches and monasteries, all painted white, showing in beautiful relief from the verdant background.

When the mariner has fairly entered this delightful recess from Neptune's turbulent realm, he is immediately struck with one of the most magnificent spectacles in the whole compass of nature; a bay one hundred miles in circumference, surrounded by a vast amphitheatre of mountains, which rise in every varied form conceivable, and are covered with eternal verdure. Vessels of all dimensions may enter, and repose with perfect security anywhere below the island on which the English hospital is situated. Above this the water becomes gradually more shallow; so that in many places there is not sufficient depth for vessels of more than twenty tons burthen. Even here, however, a great deal of business is done by means of large boats.

The district of Braganza, lying on the north-east side of the harbour, forms also an interesting feature in the picturesque panorama I am attempting to describe. It comprises a small town of the same name, and many villages and hamlets along the shores of the basin. Here is an estate of considerable extent, which was presented to Sir Sidney Smith by the late King of Portugal, in compliment for his services to the royal family and court.

The country for a great distance around is peculiarly beautiful; the mountains being high and woody, and the valleys perfect gardens. The most delicious fruits are found here in the greatest abundance, particularly oranges. One tree often exhibits at the same time the blossom, the fruit just formed, and the same in all its various stages of advancement to full and perfect ripeness. The quantity of this fruit in the orange-market is truly astonishing. The pine-apple is also here in great perfection. In the neighbourhood are several botanic gardens, belonging principally to merchants and private individuals, and containing many rare and valuable plants not to be met with in this country. Attempts have been made to introduce the tea-plant, but without success.

All the agricultural and other labours are performed exclusively by slaves—wretched sufferers in this Eden of the south. Indeed it is almost impossible for a reflecting mind to view the city and surrounding country without being forcibly struck with the contrast which must necessarily present itself. On the one hand, he may contemplate an imperial court, unrivalled in luxury; on the other, slavery in its most horrid and appalling forms of cruelty and suffering! Nobility and gentry dozing away their listless lives in indolent supineness; slaves bowed to the earth by excessive labour beneath a tropical sun!

The general character of the inhabitants of Rio Janeiro, though far more refined than that of the northern provinces of Brazil, seldom rises to an elevated degree on the scale of moral improvement. Foreigners have not hesitated to brand them with the stigma of craft and perfidy; and the corroborating testimony of many journalists is un-

doubtedly entitled to some credit. So far as my own observation extends, their peculiar characteristics appear to be superstition, indolence, filthiness, and an irrepressible propensity for overreaching others in commercial transactions. I wish to be understood as expressing myself in general terms; there are, of course, some bright and honourable exceptions; but these are by no means confined to the higher classes. The extent to which bribery is carried on in this place by the officers of government, especially in the custom-house, is almost incredible. It is in fact difficult, if not impossible, to bring any business with government to a consummation, without a frequent application of the golden spur, alias an exorbitant fee—in plain English, a bribe. Their cupidity seems to know no bounds, but eternally cries, “Give! give!”

In Rio Janeiro ignorance of every thing but trade prevails to a melancholy degree, literature and science being almost totally unknown among the people, who are at least a century behind the age they live in. Nothing but an arbitrary government can restrain them from cutting each other's throats. Several generations must pass over the stage before the great mass of Brazilians will be capable of appreciating and enjoying liberal institutions. Those who know how to read are too indolent for the task; while others are too lazy to learn. The magnificence and luxury of the wealthy and titled classes form a curious contrast with their habitual want of neatness and cleanliness. This is manifested in their skin, in their apparel, in the furniture of their houses, and in their cookery, which could not fail to disgust a citizen of the United States. Their persons are seldom if ever free from a species of vermin which among us is considered disgraceful; and that cutaneous disease which is the necessary concomitant of filth and unwholesome food is common to all

CHAPTER II.

Departure from Rio Janeiro to survey the Coast of Patagonia—Cape Corrientes—White Bay—Rio Colorado—Rio Negro: Character and Manners of the Inhabitants, with Directions for entering the Harbour—Patagonia—Marvellous Stories—St. Matias's Bay—New Bay—Shooting Bullocks and other Game—St. George's Bay—Apology to the Reader—Cape Blanco—Port Desire, with Sailing Directions—Port St. Julian and Santa Cruz, with Instructions for approaching and entering—A Sabbath-day's Adventure—Description of the Natives, their Size, Dress, Mode of Living, Origin, &c.—Survey suspended—Arrival at the Falkland Islands—News of the Henry.

WE took our leave of Rio Janeiro on Saturday morning, the 7th day of September, with a fine land breeze and pleasant weather. In looking back upon the beautiful scenery now rapidly receding behind us, one could not help regretting that the moral did not better correspond with the physical aspect of this charming country. Turrets and domes, castellated towers and gothic spires, churches, convents, and

villas, with a mazy forest of masts, surmounted by the flags of almost every nation, were all fast fading in the distance ; and to the din, noise, and bustle of a crowded city had succeeded a calm more congenial to a contemplative mind.

After leaving behind us the leaning cone, which so forcibly reminds one of the celebrated falling tower of Pisa, and obtained a good offing, we shaped our course to the south-west, and crossed the tropic of Capricorn, in long. $43^{\circ} 6' 20''$ W. Had not the season been rapidly advancing which ought to find us in the high latitudes, so that every hour was precious, I would have remained another day at St. Sebastian's, to witness the celebration of a high religious festival in honour of the "nativity of the Blessed Virgin;" an important day among the Catholics, who celebrate it with great pomp in all countries.

Our next object being to survey the coast of Patagonia, from Cape Corrientes to Cape Virgins, on the Magellan Straits, we steered for the first-named cape, in as direct a course as variable winds would permit. In this passage we encountered many heavy falls of rain, at which times we had the wind from the north or north-east.

September 17th.—On Tuesday, the 17th, at seven A. M., the monotony of a ten-days' passage without an incident was agreeably interrupted by the cry of "Land, ho!" from the mast-head. "Land, ho! off the starboard bow!" This proved to be Cape Corrientes, bearing W. by S., distant three leagues. At eleven A. M. we were close in with it, about one mile off-shore, wind west, and fair weather; and at twelve M. we ascertained its latitude to be $37^{\circ} 57'$ S., long. $57^{\circ} 36' 45''$ W. from Greenwich. Variation by azimuth $16^{\circ} 45'$ easterly.

In tracing the coast of the Pampas, called by the Spaniards the Devil's Country, from Cape Corrientes to the west, for such is the direction of the coast along here, the land appears very low, with scarcely any elevated point to relieve the monotony of its appearance. Multitudes of wild cattle were grazing on the wide-spreading plains or meadows, which extended to the very beach, covered with grass and clover, and intersected with numerous paths and little creeks or ditches. We hugged the coast along for some time, without meeting with any thing worthy of remark, until we came to an extensive inlet, running westerly, designated by the name of White Bay, as yet but little known to navigators, although it is properly the coast-mark of Patagonia's northern boundary. It lies in lat. $39^{\circ} 15'$ S., long. $61^{\circ} 50'$ W., running into the land westwardly, at a point where the direction of the coast suddenly changes to the south. Mount Hermosa rises close by, a little to the north-east. With the single exception of this bay, there is no inlet between Buenos Ayres and Rio Colorado that will admit a boat at low water. This latter river is in lat. $39^{\circ} 49'$ S., long. $61^{\circ} 57'$ W. From White Bay the coast resumes its southerly direction.

September 20th.—On Friday, the 20th day of September, we were close in with the Bay of All Saints, in lat. $40^{\circ} 30'$ S., long. $62^{\circ} 0'$ W., but did not stop to examine it, being anxious to enter Rio Negro on the following day. To the southward of Rio Colorado, or Red

River, the coast is gemmed with islands, and abounds with shoals, extending one league to the eastward. Among these islands and shoals there are many good and safe harbours for vessels under three hundred tons burthen.

September 21st.—About twelve leagues south and west of these islands is Rio Negro, in which we cast anchor on Saturday the 21st; our vessel being the first from the United States that ever entered this river. Previous to this visit of the Wasp, Rio Negro had been of very little note; but it is now much frequented, especially by whalers, who touch here for refreshments. We found here bullocks, sheep, hogs, and poultry in abundance; and in the autumn or winter (say from March to June) any quantity of vegetables and many different kinds of fruit may be had at this place, on a brief notice, and at a very low rate. Good water can be drawn alongside at the last of the ebb, and wood in any quantity may be cut by the ship's crew, close to the banks of the river; notwithstanding the reports of those navigators on whose authority it is recorded that "south of Rio de la Plata there is not to be seen a single tree or shrub fit for any mechanical purpose."

The inhabitants of this place are principally Spaniards, who are very friendly to strangers, particularly to citizens of the United States, with whom they are very anxious to open a trade. The ladies are generally handsome brunettes, of elegant persons and accomplished manners. There is nothing that savours of vulgarity, even in females of the lowest classes. Both sexes, when their pecuniary circumstances permit it, dress much in the English and American style. They evince excellent natural capacities, but have little benefited by education, for the want of schools and liberal establishments. In spite of every obstacle, however, many creoles may be found among them who have improved themselves astonishingly.

Since this country has become independent of Old Spain, and been governed by republican institutions, the barbarous custom of the slave-trade has been done away with, and no more slaves are permitted to be brought into the country; while all persons born after the 25th of May, 1818, are free. Under this form of government, also, the monastic establishments are declining, and the tithing system is totally abolished.

The following directions may prove acceptable to whalers and others who frequent this part of the coast:—In coming from the eastward to Rio Negro, the navigator should endeavour to make the land in about the parallel of $40^{\circ} 52'$ S., and long. $62^{\circ} 15'$ W., when he will first see Point Raza, which will be readily known by three remarkable hummocks. After approaching to within about one league of this point he may steer south-west towards Rio Negro, taking care not to come into less than six or eight fathoms of water, with a sandy bottom. The shore is a continuation of low sandhills, interspersed with heath and brush-wood, until you approach the river,—where the hillocks become more elevated, and are composed of clear white sand, lying in ridges or undulations, like the waves of the ocean.

About four or five miles south of Point Raza is a singular hillock

of brushwood, having small shrubs towards the east end, which from the sea appears like a drove of cattle. Eight miles to the south and west of this is a remarkable gap, about two miles and a half back of the beach. As you approach the entrance of Rio Negro the range of white sandhills will terminate, and the mouth of the river, bearing W.S.W., appears high and bluff on the eastern side. The western point of the river is low, but rises gradually to the south baranca, which is high and bluff, terminating in a perpendicular point; and this point is a table-land for four or five miles to the westward.

To enter the harbour of Rio Negro without a pilot the south-east channel is to be preferred, and you must keep along in four, five, or six fathoms of water, until you bring Point de Maine to bear N.W. Then steer for the mouth of the river, observing to keep Point Welcome, which is a remarkable bluff promontory, about ten yards open of a low point off the pilot's house. These marks are distinctly seen when Point de Maine, the eastern point of the river, bears north-west. But beware of the flood tide, which sets strong over the north bank; and if your vessel draws more than ten feet of water, you must not attempt to enter until three-quarters flood, when you will have from two to two and a half fathoms of water between the banks, which will deepen as you approach Point de Maine. The breakers on the bank are distinctly seen, and with a southerly wind it frequently breaks all round the channel. Having passed through between the north and south banks, you will find four, five, and six fathoms of water; but you must be careful and keep the eastern point on board until you are inside of the point of the Borrás; by which means you will clear the inner bank, which extends two-thirds of its length outside the harbour's mouth. In this river, at the town, there are about two hours of flood tide, and commonly about ten hours of ebb tide, frequently running at the rate of five or six miles an hour. But within the mouth of the river the flood tide runs four hours, and the ebb tide eight hours, at the rate of three or three and a half miles an hour. It is high water at the bar, on the days of new and full moon, at a quarter past eleven; and the water rises there eleven feet on the spring tides, and eight feet on the neap tides; but when the wind blows strongly from the south-east, the tide rises from twelve to fourteen feet. There is a regular tide along the coast, six hours flood, and six hours ebb; but the flood tide inclines rather towards the shore, about N.E. by N., at the rate of two or three miles an hour. Consequently, in entering the Rio Negro particular attention must be paid to the currents and tides, which set strongly to the north-east round the Point de Maine.

September 23d.—Having supplied the schooner with wood, water, and some fresh provisions, we were now in readiness to continue the survey of this interesting coast,—the seaboard of a country so little known to geographers and historians. Indeed there is scarcely another region of the western world but what is better known, and has been more accurately described; certainly none concerning which so many contradictory statements and monstrous absurdities have been reported,—fables more difficult to believe than Gulliver's Travels, or the

mythology of ancient Greece. It is true that we have not heard of Lilliputians, nor even of a nation of centaurs, in Patagonia; but more than one navigator has contended for a race of giants, not less than ten feet in height! All accounts, however, agree in one important fact, viz. that the character, history, and every thing relating to Patagonia are still involved in great obscurity. Even its northern boundary has never been accurately ascertained, some extending it to Rio Colorado, and others limiting it to Rio Negro, from which we departed on Monday, the 23d of September. In due time I shall give the result of my own observations, merely stating here that this country was first discovered by Magellan, in 1519, whose account of it is generally considered to be very defective and erroneous.

From Rio Negro the coast again changes its southerly direction, and runs westerly for about thirty leagues, when it sweeps round southeasterly in a broad semicircle, terminating in a peninsula which projects to the north-east, thus forming an extensive bay or harbour, or rather gulf, called St. Matias's Bay. At the western extremity of this bay, somewhat inland, rises Mount St. Antonio, and on the north-west there is a port of the same name. This is a fine harbour, though but little frequented; and the bay itself is very convenient for whaling ships, particularly in the months of September, October, November, and December, when the whales come in to bring forth their young. The south part of this bay, as before stated, is formed by a peninsula, called St. Joseph's, within which, on the north side, is the Bay of St. Joseph's, and on the south side New Bay, the neck of the peninsula extending between them. On the east side of St. Joseph's Bay is Port Valdes, lat. $42^{\circ} 32' S$. I did not become sufficiently acquainted with St. Joseph's Bay to furnish any information of importance respecting it. It was probably in New Bay that Magellan found such vast numbers of seal and penguins.

September 25th.—We anchored in the last-named bay on Wednesday, the 25th, under the south shore, in five fathoms of water, about three miles within Nymph Point. At ten o'clock, A. M., we landed on the south side, where we found gray foxes, brown hares, and mountain deer, in great numbers. We likewise saw many small pods of hair-seal on the beaches, and several cow-whales in the bay of a large size, and perfectly tame.

September 26th.—On the following day at two P. M., we landed on the north side of the bay, where we saw on the plains of the peninsula about three thousand bullocks, which were very wild. After shooting four of the finest of these animals, we returned to the vessel about eight, P. M.; and in a few minutes afterward, the other boat returned from the south shore with thirty-eight hares, eleven foxes, and four deer. We were thus furnished with a good stock of fresh meat.

September 27th.—On Friday, the 27th, at eight, A. M., we got under way for the purpose of examining the bay, which having finished, we returned to our former anchorage. At the head of this bay we found vast forests of heavy timber, some of which would make fine spars for ships of any size; being a kind of bastard cedar, which is

very tough, and when dry becomes extremely light. We likewise met with many fine springs of fresh water, and saw numerous birds of beautiful plumage. The waters abound with scale-fish of almost every variety.

Whale-ships, having good ground tackling, may lie in any part of this bay in perfect safety, and kill right whales in the calving season as fast as they can try out the oil. The best anchorage is on the west side of the bay, in from five to ten fathoms water, about one mile off-shore, as easterly winds here seldom if ever blow with sufficient violence to injure any ship lying with an anchor ahead.

This bay is likewise an excellent place for ships to procure refreshments, either with dogs or muskets. I have no doubt that two good gunners or riflemen could shoot one hundred or one hundred and fifty hares in a day; and six or eight Spaniards, who are expert with their apparatus for taking wild cattle, might make captives of at least two hundred fine fat bullocks in the same time.*

September 28th.—On Saturday, the 28th, at two o'clock, A. M., we again got under way, and prosecuted our surveys towards the south. In following the course of the shore, which now ran for several miles in a southerly direction, we passed several small open bays, but found no place of shelter until we reached the latitude of $44^{\circ} 33' S.$, where we made Port St. Elena. This may be easily known by the promontory and hill of St Joseph; a little to the southward of which the direction of the coast turns towards the west, and here we opened the port. Its entrance is about one mile wide, and there is good anchorage on the west side of the bay, behind a small peninsula, where a vessel may lie in four, five, six, or seven fathoms of water, secure from all but southerly winds.

In entering this port, you will see the small island of Florida, with a few fur and hair-seal on its shores, lying at about half a mile's distance from the starboard shore. Vessels may enter on either side of this island. Fresh water can be procured at the head of this harbour, but not of the best quality. The tides rise here about twenty-five feet, and it is full sea at half-past four o'clock, on full and change days. Port St. Elena is in lat. $44^{\circ} 33' S.$, long. $65^{\circ} 33' W.$ Variation by azimuth $20^{\circ} 15'$ easterly.

September 30th.—We left Port St. Elena on Monday, the 30th, and steered towards the south-west, keeping the boats constantly along shore while daylight lasted. The coast here bends in towards the west, and then sweeps round in a semicircular curve to the south-east, where it projects out in a point, called Cape Two Bays; thus forming an extensive open bay, known by the name of Camarones Bay, near the end of which is the small island Blanco, on which we found a few seal. Off Cape Two Bays are several small islands, the one lying farthest off shore is called Raza Island, being at a distance

* When I arrived at Salem, Mass., from the Pacific, in 1824, I recommended a voyage to this place, for the purpose of procuring a cargo of jerk'd beef, hides, and tallow. I suspect that the reason the Salem merchants did not take hold of this valuable suggestion was because they did not place the most implicit confidence in the information I gave them. The consequence is, that this valuable discovery still lies undisturbed, and will perhaps remain so for many years to come, unless, indeed, I should fortunately obtain the means of making a voyage there myself. If this be effected, there will be a plenty of merchants ready and eager to embark in the enterprise

of six or seven miles from the cape. On this island likewise are to be found both fur and hair-seal.

Cape Two Bays, as its name imports, is a projecting point between two bays, forming the south part of Camarone's Bay, and the north part of the great bay of St. George. About the shores of the last-named bay are numerous rocks and islands, containing seal of both kinds, and behind some of which vessels may anchor in safety. Port Melo, in lat. $45^{\circ} 3' S.$, long. $52^{\circ} 30' W.$, is the first safe harbour to be found after entering St. George's Bay from the north. It is fronted by the Escobar and Lagoon Islands. Here ships of any size may lie in perfect safety, in from seven to five fathoms of water, with a sandy bottom. The entrance passage is between Escobar Island and Point Portugal, or the eastern point; and at about one mile within this point, the water has a depth of five or six fathoms. The tide rises here about eighteen feet, and it is full sea at twenty-two minutes past four o'clock, on full and change days. In this snug and safe harbour, at the head of the bay, vessels may fill fresh water of good quality, but it is difficult to obtain wood.

In this port and its vicinity are many ostriches, gray and brown foxes, hares, deer, guanacoës, and a few wild cattle. This port is also the resort of many different kinds of wild geese and other fowl. On the shores are found seal, both hair and fur; together with some sea-elephants, and penguins of different kinds. Here the latter lay their eggs in such abundance, that in the month of October a ship's crew might collect forty or fifty barrels in a few days.

Twenty-five miles to the south-west of Melo, in lat. $45^{\circ} 13' S.$, is port Malespina, fronted by the Viana Islands, or rocks, behind which vessels may find shelter from every wind, the south-east excepted. In approaching this small bay, you will see the Paps of Pineda to the north, abreast of which you may anchor in from ten to six fathoms of water, fine sandy ground. There are many other good anchoring places between this and Cape Blanco, which require no particular directions, as the coast is bold and clear of dangers, within half a mile of the shore. Easterly winds never blow here with any degree of violence; so that whalers may cruise about these shores in the calving season with the greatest safety.

Before I proceed farther south, I deem it expedient to make one observation. I am well aware, that to the generality of readers this coast-surveying business and sailing directions must appear very dry, dull, and uninteresting. To such I would say, in the language of my profession, "Courage, my hearties, there's land ahead!" This part of our cruise will soon be finished; and admitting the possibility that the descriptions and directions here given may prove the means, under Providence, of preventing a single nautical disaster, I feel confident that the good-natured reader will readily forgive their deficiency in incident and interest. Were I disposed to make a romance of this narrative, it would not be a difficult matter to conjure up some very stirring incidents and startling adventures, on the shores of a region which is so little known that no one could contradict me. Magellan and his companions have done so before me, and so have many others

of a much more recent date, whose "microscopic eye" could magnify a molehill to a mountain, a smart breeze to a tremendous tornado, and a few floating icebergs to a permanent wall of transparent adamant. I simply relate facts without embellishment; and if I encounter a horde of Patagonians, I will give as accurate an account of their size and appearance as circumstances will permit. Having thus declared my purpose, once for all, I beg the reader's indulgence while I proceed.

October 5th.—We arrived at Cape Blanco, the southern point of St. George's Bay, on Saturday, the 5th day of October. The latitude of this cape is $47^{\circ} 13' S.$, long. $65^{\circ} 55' W.$ Variation per azimuth 22° easterly. In approaching this cape it is necessary to be cautious, as there are many shoals off the coast hereabouts, which must be carefully avoided.

About eleven leagues south of the cape is Port Desire, in lat. $47^{\circ} 46' S.$, long. $65^{\circ} 59' 30'' W.$, forming the seaport of a large river. The mouth of the harbour is very narrow, and has many rocks and shoals about it. It continues to be narrow for about two miles and a half from the entrance, when it expands into a broad basin, sprinkled with a number of small islands, one of which is covered with remarkably large seal. Near the mouth of this port, on the south side of its entrance, is a remarkable rock, rising from the water like a church-steeple of gothic order, and is known by the appropriate appellation of Steeple Rock. This rock forms a conspicuous landmark for mariners who are approaching the harbour, which would otherwise be difficult to find. The tides are very rapid about this part of the coast, running at the rate of about eight miles an hour, nearly north and south, and rising twenty-five feet at each flood. The coast along here, from Cape Blanco to Cape de los Desvelos, runs almost directly south, a distance of about twenty-five leagues.

In running for the harbour of Port Desire, it is necessary to bring the mouth of the river to bear W.S.W., Penguin Island S.E. by S., Steeple Rock S.W. by W., the northernmost land N.N.W., and bring two rocks to bear N.E. by N. These bearings will point out the extent of the reef which runs off from the northern point of the entrance; after passing which you may run as far up the harbour as you please (as it is clear of danger), and choose your ground for anchoring; taking care not to bring-to in less than seven fathoms at high water, when the bottom will be found to be soft.

There are two springs on the south side of the river, about two miles from the beach, or in a line S.S.E. from Steeple Rock, from which water of a good quality can be obtained in abundance. Ostriches and wild beasts of various kinds resort to these springs to allay their thirst. At a short distance from the coast, towards the interior, there are wild cattle, red and gray foxes, deer, hares, and nutria in abundance. The country abounds with guanacoës, resembling our deer, but much larger, some of them being thirteen hands high, remarkably swift, and very shy. On the islands in the vicinity of this port are fur and hair-seal, and sea-elephants. Penguins, mollymois, and many other oceanic birds abound on these islands,

where they form their rookeries for the purpose of laying their eggs and hatching their young.

Penguin Island lies about three leagues to the south of Port Desire, and forms the northern point of Sea-lion's or Bear's Bay, so called from the great number of hair-seal which resort thither. Off the south point of this bay, at the distance of about four miles, are the Eddy-stone Rocks; and close to the land, at the bottom of a little cove to the southward, is Flat Island. Inland, a little to the south, is to be seen a mountain called Montevideo.

From Cape de los Desvelos the coast takes a south-west direction, for about eighty miles, to Port St. Julian. Between them, however, lies St. Estevan, about five leagues from the cape,—a rocky shoal, and dangerous to approach in the night.

October 9th.—We came to anchor in the port of St. Julian on Wednesday, the 9th, at one o'clock P. M., and found it to be a safe harbour. The entrance to this port is in lat. $49^{\circ} 8' S.$, long. $67^{\circ} 40' 15'' W.$ Variation per azimuth 23° easterly. It is somewhat difficult to find the entrance to this port, on account of its southern or outer point projecting past the northern point, so as to conceal the opening. It may be known, however, by a large white cliff, stretching along shore from the south almost to the mouth of the harbour. No trees are to be seen, but there are some dark bushes on the sides of the hills. The bar at the entrance of this port sometimes shifts and changes its position; previous to attempting an entrance, therefore, I would recommend sending in a boat to sound. In entering the harbour the course is about south-half-west, and the water sufficiently deep when you are once over the bar, on which will be found, in the channel, about four fathoms at full sea. The tide rises here about twenty feet. Both wood and water may be obtained at this place, though with some difficulty; and a ship can lie here in perfect safety from all winds. The natives of the interior seldom visit this port except for the purpose of fishing.

October 10th.—On Thursday, the 10th, we again got under way, and resumed our task. Between St. Julian's and Santa Cruz the shore, which is bold and free from danger, runs in a south-west direction, and the distance is about thirty leagues. The entrance to Santa Cruz harbour is in lat. $50^{\circ} 12' S.$, long. $68^{\circ} 13' W.$ The land to the north of the harbour is steep chalk hills, and the mouth of the river is obstructed with a number of rocks, one of which shows itself above water, and is called Sea-lion's Island. The river penetrates into the country in a north-west direction, and widens as you advance. This river was first discovered in 1520, by Don Juan Serrano, captain of the St. Jago, who accompanied Magellan in his voyage round the world. The ship was wrecked in this river, but the crew were saved.

October 12th.—On Saturday, the 12th, we came to anchor in the port of Santa Cruz, where, as usual, we made such surveys and observations as were deemed beneficial to the interests of nautical science. Ships touching at this port may supply themselves with fish, wood, and excellent water. In addition to this, two men expert with the rifle

could soon furnish the crew with an abundance of fresh meat, by shooting beeves, foxes, and hares, all of which are found in great plenty in a valley of the interior, not more than five miles from our anchorage. Such sportsmen, however, must be on their guard, as the natives frequently visit this extensive valley for the purpose of grazing their horses.

October 13th.—On the day following that of our arrival at Santa Cruz I penetrated some miles into the country, accompanied by two men only, leaving others to guard the boat. It was Sunday, and I wished for a little relaxation from the duties to which I had, for some weeks, so assiduously applied myself; we therefore strolled leisurely into the interior, until we arrived in view of the valley before mentioned. Here we discovered a band of about two hundred native Patagonians, all on horseback, attending to a drove of about three thousand guanacoës.

With such inadequate support, and being at least eight miles from my vessel, I thought it most prudent to avoid an interview with this formidable band of equestrian herdsmen, of whose amicable disposition I had not the means of gaining assurance. Under different circumstances, however, I think I might have made a lucrative speculation, by purchasing of them the skins of wild cattle, foxes, nutria, and guanacoës. As it was, acting on the principle that “discretion is the better part of valour,” we concealed ourselves in some underbrush; where, without being seen ourselves, we could observe the movements and study the appearance and costume of this singular people at our leisure.

Their stature was of the common measurement, say from five feet ten inches to six feet; a few might have boasted three or four more inches, but their average height was about six feet. Their complexion was of a deep copper-colour, similar to the aborigines of our own country, with long, straight, black hair, which did not appear to have any of the properties of “hog’s bristles,” as one navigator has represented, but soft and pliable. They were all well-made, robust, and athletic; but I was not near enough to observe that remarkable diminutiveness of hands and feet which has been attributed to the formidable giants of Patagonia.

They were generally clothed in skins of the guanaco, or some other animal, with the flesh side out. These appeared to be confined to the body by a narrow strip of the same material, but by what kind of fastening I could not ascertain. Some of them, however, were evidently clad in cloth of some kind or other; whether of their own manufacture or not, it is difficult to conjecture. The shape and fashion of their cloth garments, however, must be peculiar to themselves. From the opportunity I had of inspecting them, I should agree with the description of Captain Wallace,—that this apparel was a square piece of cloth made of the downy hair of the guanaco, through which a hole was cut out for the head, with side slips for the arms, and the rest, sustained by the shoulders, hung down in folds to the knees, or was confined to the body with a girdle. Many of them had a kind of legging or buskin, made of skin, extending from the top of the

calf to the foot. Their horses, which displayed a great deal of spirit, were not of the largest size, but handsomely formed, and in excellent condition. The bridles were similar to our halters, made of a thong of skin; but whether their bits and spurs were of wood, or any other material, it was impossible for me to determine. Something like a saddle formed a seat for the rider, who managed his animal with much tact and dexterity, and rode with an ease and grace not easily acquired by art.

Some voyagers have suggested that these Indians of Patagonia are descendants of the natives of the Canary Islands, who were all a tall people; and it is said that they bury their dead on the eastern shores, as looking to the country of their ancestors. I have found several of these graves on the Atlantic coast of Patagonia, covered with large heaps of stones to guard the bodies from the ravages of wild beasts. But if this circumstance proves any thing, it is the fact that all uncivilized people have a superstitious veneration or reverence for the east. Bougainville assigns them a different origin, and suggests that they might have sprung from the Tartars, as in their roaming propensities and equestrian habits they much resemble that people. If reports be true, they are also like the Tartars in another respect—that of pillaging caravans and robbing travellers.

That their life is pastoral as well as predatory I have no doubt; as they are frequently seen in such companies as I have just described, watching over their flocks or herds of guanacoës while they are grazing, surrounding them on horseback, and arresting such as seem disposed to desert the fold. Those not actually employed in this particular service are grazing their horses, or refreshing themselves.

It is highly probable that when the grassy nutriment becomes exhausted in one valley they remove to another; like the sons of Jacob, whose flocks having exhausted the vales of Hebron and Shechem, departed thence, and said, "Let us go to Dothan." In this respect they resemble the Arabs, among whom, says the Rev. Michael Russel, a pastoral and predatory life "is accounted far more noble than that which leads to a residence in towns, or even in villages. They think it, as Arvieux remarks, more congenial to liberty; because the man who with his herds ranges the desert at large, will be far less likely to submit to oppression than people with houses and lands." In another place the same excellent writer observes that the life of a migratory shepherd or herdsman "has a very close alliance with the habits of a freebooter; and the attentive reader of the ancient history of the Israelites will recollect many instances wherein the descendants of Isaac gave ample proof of their relationship to the posterity of Ishmael. The character of Abimelech the son of Gideon, for example, cannot be viewed in any other light than that of a captain of marauders."

But whether the Patagonians be shepherds or robbers, or both—whether they be descended from the ancient natives of the Canaries, the Tartars of Northern Asia, the Arabs of its southern regions, or the lost tribes of Israel—or are the natural production of the region

they inhabit—one thing is certain, that about two hundred of these copper-coloured gentlemen kept three hungry Christians fasting in a bunch of underbrush for the best part of a Sabbath-day. As they evinced no intention of changing *their* ground, we were compelled to hold *ours*, as the least movement on our part would at once have exposed our persons to view; and that might possibly have been attended with a hazard which I was not then prepared to incur. We therefore thought proper to remain in our place of concealment until we could leave it under the cover of darkness. This we finally effected, and arrived safe on board the schooner at about three o'clock in the morning.

October 14th.—Having enjoyed the refreshment of food and sleep after our adventure of yesterday, we prepared to leave Santa Cruz; and at eleven o'clock A. M. were again under way and steering from the mouth of the river, being now within forty-five leagues of Cape Virgin, the northern point of the Straits of Magellan, where our survey was to terminate, until we had paid a visit to the Falkland Islands, and after that to the Antarctic Seas.

At about sixty miles south from Santa Cruz is Point Varella, whence the shore runs S. by E. to the river Gallegos. This part of the coast is one continued chain of rocks and reefs, which stretch partly across the entrance of the river just named. In steering along here in the night it is necessary to give the shore a good berth. The entrance of the river Gallegos is in lat. $54^{\circ} 41' S.$, long. $69^{\circ} 2' W.$ Variation per azimuth $23^{\circ} 15'$ easterly. From hence the coast tends to E.S.E. about fifty miles, to Cape Virgin, the northern boundary of the straits, as before mentioned; and so called by Magellan because he discovered it on the feast of St. Ursula.

October 16th.—Having thus thoroughly examined the coast of Patagonia from Cape Corrientes to Cape Virgin, keeping the boats constantly in-shore, while the schooner followed them at from two to three miles' distance, we prepared, in conformity to my instructions, to visit the Falkland Islands. Accordingly, at eleven o'clock A. M. we took our departure from Cape Virgin, and steered an easterly course, with the wind W. by N., and fair weather; and on Friday, the 18th, at noon, we arrived in safety at New Island, one of the Falkland group, and cast anchor on its eastern side, in Shallop Cove, in three fathoms of water. Here we found the second mate of the schooner Henry, of New-York, with two of her crew, gathering eggs. The reader will recollect that this vessel was commanded by my old friend Captain Johnson, and left New-York about the time that we did. Captain J. was now on a six weeks' cruise in search of the Aurora Islands, but without success.

CHAPTER III.

The Falkland Islands—History, Description, and Natural Productions—Penguin, Albatross, &c.—Description of a South Sea Rookery—Arrival at Port Louis—Shooting Bullocks and Geese—Departure from Port Louis—A Search for the Aurora Islands—Perilous Situation among Icebergs—Kergulen's Land—Christmas Harbour—The Sea-elephant—Antarctic Seas, open and temperate in lat. $64^{\circ} 50'$.

THE Falkland Islands form a group or cluster in the South Atlantic Ocean, about eighty leagues east from Cape Virgin, on the Straits of Magellan; extending north and south from lat. $50^{\circ} 58'$ to $52^{\circ} 46'$ S., and east and west from long. $57^{\circ} 32'$ to $61^{\circ} 29'$ W. They were first seen in 1592, by Captain Davis, who sailed under the command of Sir Thomas Cavendish, and two years afterward by Sir Richard Hawkins. They were afterward successively seen by other navigators, such as Dampier, Cowley, Strong, &c. The latter gave them their present name, in honour of Viscount Falkland.

There is no appearance whatever of these islands having ever been inhabited previous to their discovery by Europeans; and the navigators who first landed on their shores found the animals so totally unacquainted with man that the birds suffered themselves to be taken by the hand, and even settled upon the heads of the people.

The first attempt at settling these islands was made by the French, after losing Canada, in 1763, who selected them as a place of shelter and refreshment for vessels bound to the South Seas. For this purpose they established a little colony on the eastern island, at Berkley Sound, which they denominated the Bay of Acheron. Two years afterward the British took possession of these islands, and settled a colony in Port Egmont. But neither attempt succeeded. The French ceded their settlement to the Spaniards in 1767, and the English abandoned theirs, as useless, in 1774. The whole country is now claimed by the government of Buenos Ayres, of whom it might be purchased on advantageous terms.

It is my opinion that something might be made of this country. The soil is good, clear of rocks, and susceptible of easy tillage and high cultivation. Luxuriant meadows, or plains, in the interior, afford excellent grazing for cattle all the year round. I have killed wild cattle in Falkland Sound that produced from sixty to seventy pounds of rough tallow; and the extensive grassy plains abound with some of the finest wild horses in the world. Though destitute of trees there is no want of fuel, the low grounds producing an abundance of excellent peat or turf, which burns well.

The climate is temperate and salubrious, free from the extremes of heat or cold, though subject to frequent rains and stormy winds. The soil is everywhere well watered by running streams, which are

never frozen ; and the ice on the lakes is seldom sufficiently strong to sustain the weight of a man. There are numerous excellent and commodious harbours, and fresh water, of a good quality, in any quantities desired. Wood, however, cannot be obtained at any of them, except it be drift wood. Each of the islands abounds with wild horses, cattle, hogs, foxes, rabbits, geese, teal, ducks, rooks, nellies, albatross, mollymois, petrel, penguins, and shags ; besides a variety of land birds. Some fine sea-elephants, together with fur and hair-seal, are found on the shores, and a variety of scale-fish may be taken from the waters.

There is a tall grass grows here, and tussacks, or flag-grass, brush-wood, and shrubs, some of which bear berries of a pleasant acid flavour ; also celery, cresses, sorrel, and a plant which some call the tea-plant, as it makes an excellent beverage of a similar flavour. There is another vegetable called sappinette, or the varnish plant ; it has the appearance of a green hillock, rising about three feet above the surface of the ground, and there exudes from it a resinous substance, which in flavour and odour resembles gum-ammoniac.

The feathered tribes are very numerous on these lonely isles of the southern hemisphere, both in the South Seas and in the South Pacific Ocean. Of penguins there are four kinds which resort to the Falkland Islands ; viz. the king penguin, the macaroni, the jackass, and the rookery. The first of these is much larger than a goose ; the other three are smaller, differing in appearance in several particulars. They all walk upright, as their legs project from their bodies in the same direction with their tails ; and when fifty or more of them are moving in file, they appear at a distance like a company of juvenile soldiers. They carry their heads high, with their wings drooping like two arms. As the feathers on the breast are delicately white, with a line of black running across the crop, they have been aptly compared, when seen at a little distance, to a company of children with white aprons tied round their waists with black strings. This feathered animal may be said to combine the qualities of men, fishes, and fowls : upright like the first ; their wings and feet acting the part of fins, like the second ; and furnished with bills and feathers, like the third. Their gait on land, however, is very awkward ; more so than that of a jack-tar just landed from a long voyage ; their legs not being much better adapted for walking than their wings are for flying.

The next most remarkable bird to be found on these shores is the penguin's intimate associate and most particular friend, the albatross. This is one of the largest and most formidable of the South Sea birds ; being of the gull kind, and taking its prey upon the wing. Like many other oceanic birds, the albatross never comes on land except for the purpose of breeding ; when the attachment that exists between it and the penguin is evinced in many remarkable instances ; indeed it seems as firm as any that can be formed by the sincerest friends. Their nests are constructed with great uniformity near to each other ; that of the albatross being always in the centre of a little square, formed by the nests of four penguins. But more of this in its proper place.

Another sea-fowl peculiar to these islands is called the upland

goose, and is about the size of our domestic geese; very palatable when cooked, being sweet, tender, and juicy. Their plumage is rich and glossy; that of the gander a dazzling white; his bill being short and black, and his feet yellow. The edges of the feathers which cover his breast and neck are black. The down is nearly equal to that of the swan, and would make beautiful trimming for ladies' dresses. But the down of the albatross is superior to any thing of the kind that I have ever seen; though that of the shag approaches the nearest to it in quality. If any method could be invented to divest it of that disagreeable fishy odour peculiar to all oceanic birds, it would be the most valuable down ever brought to this country; and I believe that their feathers might be made equally as valuable as geese feathers.

The teal is likewise found here, and far surpassing in beauty those of this country. Their bills and feet are blue; their wings of a golden green; and the plumage of their bodies more brilliant and shining than that of the pintado. The ducks are similar to those of our own country. There is also a goose here, called the lowland goose, which somewhat resembles our tame geese. The males are of a variegated hue, a kind of mixture of white and dark gray, chiefly white. The females are mostly gray, and resemble the brant of the United States. They are not quite so large as our geese, and feed on shellfish and rock kelp, which gives their flesh a very unpleasant flavour.

Oct. 19.—On the day after our arrival at New Island, all hands were set to work, in the discharge of their peculiar and various duties. A part of the crew were engaged in refitting the schooner, by repairing her sails, rigging, &c. Another part were occupied in filling water; and the remainder were employed in gathering eggs from the rookeries on the back side of the island. As the latter process is not destitute of interest, I shall take this opportunity to make the reader better acquainted with a South Sea rookery, which is certainly a great curiosity. Indeed I know of few peculiarities in the history of animated nature that are better calculated to lead a reflecting mind to a serious contemplation of the merciful economy of Providence, in his government of the creatures to which he has given existence, than the one now under consideration.

By turning back to the "Introductory Sketch," page xxiv., the reader will find in a note my definition of the word *rookery*, as applied to certain oceanic animals. It is a temporary encampment of such animals, for the purpose of bringing forth their young; and they unite in immense numbers, and with great industry to construct it.

When a sufficient number of penguins, albatross, &c. are assembled on the shore, after a deliberate consultation on the subject, they proceed to the execution of the grand purpose for which they left their favourite element. In the first place, they carefully select a level piece of ground, of suitable extent, often comprising four or five acres, and as near the water as practicable; always preferring that which is the least encumbered with stones, and other hard substances, with which it would be dangerous to have their eggs come in contact. As soon as they are satisfied on this point, they proceed to lay out the plan of their projected encampment; which task they commence by tracing a

well defined parallelogram, of sufficient magnitude to accommodate the whole fraternity, say from one to five acres. One side of this square runs parallel with the water's edge; and is always left open for egress and regress; the other three sides are differently arranged.

These industrious feathered labourers next proceed to clear all the ground within the square from obstructions of every kind; picking up the stones in their bills, and carefully depositing them outside of the lines before mentioned, until they sometimes, by this means, create quite a little wall on three sides of the rookery. Within this range of stones and rubbish they form a pathway, six or eight feet in width, and as smooth as any of the paved or gravelled walks in the New-York Park, or on the Battery. This path is for a general promenade by day, and for the sentinels to patrol at night.

Having thus finished their little works of defence on the three land-sides, they next lay out the whole area in little squares of equal sizes, formed by narrow paths which cross each other at right angles, and which are also made very smooth. At each intersection of these paths an albatross constructs her nest, while in the centre of each little square is a penguin's nest; so that each albatross is surrounded by four penguins; and each penguin has an albatross for its neighbour, in four directions. In this regular manner is the whole area occupied by these feathered sojourners, of different species; leaving, at convenient distances, accommodations for some other kinds of oceanic birds, such as the shag, or green cormorant, and another which the seamen call Nelly.

Although the penguin and the albatross are on such intimate terms, and appear to be so affectionately and sincerely attached to each other, they not only form their nests in a very different manner, but the penguin will even rob her friend's nest whenever she has an opportunity. The penguin's nest is merely a slight excavation in the earth, just deep enough to prevent her single egg rolling from its primitive position; while the albatross throws up a little mound of earth, grass, and shells, eight or ten inches high, and about the size of a water-bucket, on the summit of which she forms her nest, and thus *looks down* upon her nearest neighbours and best friends.

None of the nests in these rookeries are ever left unoccupied for a single moment, until the eggs are hatched and the young ones old enough to take care of themselves. The male goes to sea in search of food until his hunger is appeased; he then promptly returns and affectionately takes the place of his mate, while she resorts to the same element for the like purpose. In the interchange of these kind offices, they so contrive it as not to leave the eggs uncovered at all; the present incumbent (say the female) making room for the partner of her cares and pleasures on his return from the sea, while he nestles in by her side until the eggs are completely covered by his feathers. By this precaution they prevent their eggs being stolen by the other birds, which would be the case were they left exposed; for the females are so ambitious of producing a large family at once, that they rob each other whenever they have an opportunity. Similar depredations are also committed by a bird called the rook, which is equally mischievous as the monkey. The royal penguin is generally foremost in felonies

of this description, and never neglects an opportunity of robbing a neighbour. Indeed, it often happens that when the period of incubation is terminated, the young brood will consist of three or four different kinds of birds in one nest. This is strong circumstantial evidence that the parent bird is not more honest than her neighbours.

To stand at a little distance and observe the movements of the birds in these rookeries, is not only amusing, but edifying, and even affecting. The spectacle is truly worthy the contemplation of a philosophic mind. You will see them marching round the encampment in the outside path, or public promenade, in pairs, or in squads of four, six, or eight, forcibly reminding you of officers and subalterns on a parade day. At the same time, the camp, or rookery, is in continual motion; some penguins passing through the different paths, or alleys, on their return from an aquatic excursion, eager to caress their mates after a temporary absence; while the latter are passing out, in their turn, in quest of refreshment and recreation. At the same time, the air is almost darkened by an immense number of the albatross hovering over the rookery like a dense cloud, some continually lighting and meeting their companions, while others are constantly rising and shaping their course for the sea.

To see these creatures of the ocean so faithfully discharge the various duties assigned them by the great Creator; to witness their affectionate meetings after a short absence on their natural element; to observe their numerous little acts of tenderness and courtesy to each other;—all this, and much more that might be mentioned, is truly interesting and affecting to the contemplative and sympathetic spectator. I have observed them for hours together, and could not help thinking that if there was only as much order, harmony, and genuine affection between wedded pairs of the human race, as there is among these feathered people, the connubial state would then indeed be “all that we dream of heaven.” A moral philosopher could not, perhaps, be more usefully employed, for a few days, than in contemplating the movements and operations of a South Sea rookery, and marking the almost incredible order and regularity with which every thing is performed. Such a spectator could not fail to confess, that so wonderful an instinct must be “the Divinity which stirs within” them.

October 23d.—The schooner *Henry*, Captain Johnson, who had been vainly cruising for six weeks in search of the *Aurora Islands*,* returned to New Island on Wednesday, the 23d. During his absence, Mr. George Noble, second mate of the *Henry*, and the two men left with him at New Island, had succeeded in gathering a sufficient quantity of eggs to supply their schooner, and our men had not been inactive in the same employment. These eggs, when packed in salt, will keep good a long while, and are quite a luxury to those who have been confined to salt provisions for any length of time.

New Island, on the east side of which both vessels were now overhauled and refitted, is, with the exception of the *Jasons*, the most westerly of the Falkland group, lying in long. 61° 20' W., while the

* The history of these *imaginary* islands will be found on a subsequent page.

most easterly point of them, called Cape St. Philip's, is in long. $57^{\circ} 32'$. The whole group lies easterly from the Straits of Magellan, at the distance of about three hundred and thirty miles, consisting of two large islands of very irregular shape, and more than seventy leagues in circumference, with a number of small ones scattered around them.

These two large islands are separated by a channel called Falkland Sound, running between them in a south-west and north-easterly direction, about twelve leagues in length, and from one to three in breadth. This channel or sound has many little islands in it, on its south-east side, and several others near the opposite shore. Of the two principal islands, or maloons, the most western (or rather north-western) is called the English Maloon, and comprises many excellent ports on every side of it; particularly one, on the north-west, called Port Egmont, where the English established a colony in 1764, which they abandoned in 1774. This harbour is well sheltered by several small islands which lie in front of it.

The other large island on the south-eastern side of Falkland Sound is called the Spanish Maloon, or Soledad, or the Eastern Falkland. It is twenty-four leagues in length from N.N.E. to S.S.W., but quite narrow in several places, one of which is reduced to an isthmus. On the north-east side of the Spanish Maloon is Berkley Sound, or the Puerto de la Soledad of the Spaniards, where M. Bougainville established his French settlement in 1764, which was afterward ceded to the Spaniards. It is also called Port Louis Bay. This harbour is six miles wide at its entrance, and extends in to the westward about four and a half leagues. Some rocky flats lie off the bay, but they are not dangerous. When advanced half-way within the sound, you will perceive some small islands, called Sea-lion's Islands, which you may pass on either side without danger or difficulty, keeping two cables' length from the shore. From the mouth of the bay to the anchorage, the depth of water lessens gradually from forty to four fathoms; here you may choose your own anchorage, only keep clear of the kelp or rock-weed.

To the eastward and southward of Soledad are many dangers. Vessels, therefore, that are passing along this coast should always give the island a good berth in the night; but in daylight they may follow the course of the shore by keeping just outside the kelp, which will serve them instead of a branch pilot, as there are no hidden dangers among these islands where there is no kelp to be seen. There is an island lying off to the south, about seven leagues from Soledad, called Beaufresne Island, in lat. $52^{\circ} 42' S.$, long. $58^{\circ} 44' 15'' W.$ This island is barren, and has deep water all around it. On its shores are found fur-seal, and many kinds of oceanic birds in the moulting season. It was so named by Mons. Beaufresne Gouin, a French navigator, in 1699.

To the north-west of the Falkland Islands are several small islands called the Jasons, which are frequently the first land made in coming from the northward. There are many passages between them, but so lined with rocks and dangers as to be unsafe for strangers. The north-west Jason is in lat. $51^{\circ} S.$, long. $61^{\circ} 35' W.$

In sailing for the west part of the Falklands, a vessel should endeavour to make lat. $51^{\circ} 36' S.$, and long. $61^{\circ} 50' W.$; then, by steering due east, she will make New Island right ahead. To enter the harbour on the eastern side, it is advisable to pass round two small islands lying about a mile and a half to the north of New Island; then haul up to the southward, and pass within half a mile of its north-east extremity, after which you will leave a small bay on the starboard quarter, and then open ship harbour, within which you may anchor in from six to three fathoms of water, muddy ground. Ships, however, may lie in perfect safety in ten fathoms of water, with Peat Island bearing W.S.W., distant three-fourths of a mile, clay bottom. Cape Percival is on the south of New Island, and there is a passage between them.

In entering Falkland Sound from the south-west, there are three islands on the starboard side, one of which, called Eagle Island, has been the scene of a drama unparalleled in the annals of navigation for ingratitude, treachery, and perfidy. I allude to the treatment received by Captain Charles H. Barnard, of New-York, from the officers and crew of an English ship, whom he had previously rescued from all the horrors of shipwreck on a desolate island. In return for his kind offices, they treacherously seized his vessel and made their escape, leaving him and a part of his crew to endure all the privations and sufferings from which he had nobly preserved *them*! Captain Barnard's narrative of this horrible transaction is before the public, and ought to be in the hands of every reader. For nearly two years he was compelled to drag out a miserable existence on an uninhabited island, in as high a south latitude as Kamschatka is in the north.

This unnatural act of perfidy was perpetrated in the year 1813, some time in the month of April, while Captain Barnard was engaged in a sealing voyage at the Falkland Islands, in a brig from New-York, called the *Nanina*. On the 9th of February previous, the British ship *Isabella*, on her passage from Port Jackson, New South Wales, to London, had been wrecked on Eagle Island, a place where navigators seldom touch. From that time until they were relieved by the noble exertions of Captain Barnard, the officers, passengers, and crew of the *Isabella* remained on this uninhabited and inhospitable island, with no prospect before them but an uncertain period of precarious subsistence, to terminate in a fearful death from cold or famine, or both combined. There were several females among them to share the same fate.

Captain B. had laid his brig up in Barnard's Harbour, and was in search of seal at Fox Bay, opposite Eagle Island, in a small shallop built for that purpose, when his attention was attracted by a rising smoke on the other side the strait. Suspecting the real cause of this unusual appearance, and prompted by his characteristic benevolence of heart, he immediately crossed Falkland Sound in his shallop for the purpose of relieving the sufferers, whoever they might prove to be. His errand of mercy was successful; and though they proved to be subjects of England, with whom our country was then at war, the

benevolent purpose of Captain Barnard remained unchanged. But here I must stop, and refer the reader to the narrative.

October 26th.—Having, in due time, finished overhauling our sails and rigging, obtained a sufficient supply of fresh water, and taken on board twenty-eight barrels of albatross' eggs packed in salt, we proposed leaving our present anchorage. Accordingly, on Saturday, the 26th, at two o'clock, P. M., we got under way, and steered for Port Louis, in Berkley Sound, lat. $51^{\circ} 31' S.$, long. $58^{\circ} 2' W.$, for the purpose of obtaining some fresh provisions of a more substantial kind, such as wild cattle, geese, &c. We passed through the Very Gut and West-point Harbour, then along Tamer Pass, doubled Cape Dolphin, and passed St. Salvador Bay to Cape de Barra, which forms the northern side of Berkley Sound.

October 29th.—We arrived at Port Louis Harbour, or bay, on Tuesday, the 29th, and at two o'clock, P. M., came to anchor in three fathoms of water, near the ruins of St. Louis. It was here the French planted their little colony in 1764, as already mentioned. They called this sound the Bay of Acheron, but whether with any reference to the son of Ceres, I have never been informed. It may be mentioned, however, as somewhat coincident, that there is a little strait at the north side of the English Maloon, which we passed through, called Hell's Backdoor. This French colony, I believe, never amounted to more than one hundred and fifty souls, and the remains of about thirty of their houses are still standing.

At three o'clock, P. M., I sent the crew ashore in search of wild cattle, poultry, &c. At nine, they returned with two fine bullocks, and two hundred and eighty-seven geese. On the following day, at three, A. M., the boats were again manned and despatched on the same errand. They returned at ten, P. M., with three fat bullocks, and three hundred and seventeen geese.

October 31st.—The next day, Thursday, being stormy, it was not thought advisable to send the crew on shore, but to keep them employed in dressing the game they had already taken. On Friday morning, however, the storm having subsided, they started on another excursion, at three o'clock, but did not return until the following day, at five, P. M., when they brought with them three more bullocks, and two hundred and thirty-seven geese.

November 2d.—Being now supplied with provisions and every thing necessary for a voyage of discovery, except fuel, of which we were somewhat deficient, preparations were made for a cruise in search of the Aurora Islands. Accordingly, on Saturday, the 2d of November, at six, P. M., we got under way, and left Port Louis Bay, shaping our course towards the south and east, with the wind from the south-west and fair weather. The Henry was to sail the same evening, in search of new lands to the west.

We continued on our course, between the south and east, with fresh winds from W.S.W. to W.N.W., attended with snow and hail-squalls, and a long regular sea-swell running from S.W. by W. On the 6th we crossed the spot which the Aurora Islands were supposed to occupy, without meeting any indications of land. After running to the east, in

the parallel of $52^{\circ} 45'$ S., as far as $43^{\circ} 50'$ W., we stood to the north, to latitude $52^{\circ} 30'$, when we took the wind from south-east, and made a west course, keeping in the last parallel, by double altitudes, every opportunity, both morning and evening, and meridian altitudes of the moon and different planets. We continued making a west course until we were in long. $50^{\circ} 22'$ W., when we steered to the south until we were in latitude $53^{\circ} 10'$, and ran down in that parallel to the long. of $40^{\circ} 0'$ W., keeping one man at the masthead day and night. All our labours, however, were unsuccessful. These tantalizing Auroras still eluded our search, and were nowhere to be seen. We therefore reluctantly made up our minds that no such land existed in the location assigned to it.

It being more than probable that some of my readers have never heard of these celebrated islands, as it is quite problematical whether any one has ever seen them, this may be a proper place to give some account of the circumstances which have led so many navigators to waste days and weeks in search of them. The commander of a ship called the *Aurora* is said to have given to these

———airy nothings
A local habitation and a name.

This was in the year 1762. In the publications of the Spanish "Royal Hydrographical Society of Madrid," for 1809, it is said that these islands were seen again in 1790, "by the ship *Princess*, belonging to the Royal Philippine Company, Captain Manuel de Oyarvido; who showed us his journal in Lima," say the publishers, "and gave us some information with regard to their situation. In 1794 the corvette *Atrevida* went purposely to *situate* them; having practised in their immediate vicinity, from the twenty-first to the twenty-seventh of January, all the necessary observations, and measured by chronometers the difference of longitude between these islands and the port of Soledad, in the Malvinas (or Falkland Isles). The islands are three; they are very nearly in the same meridian; the centre one is rather low, and the other two may be seen at nine leagues' distance."

According to the observations and calculations said to have been made on board this corvette *Atrevida*, the most southern of these islands is in latitude $53^{\circ} 15' 22''$ S., long. $47^{\circ} 57' 15''$ W.; the most northern in latitude $52^{\circ} 37' 24''$ S., long. $47^{\circ} 43' 15''$ W.; and the centre one in latitude $53^{\circ} 2' 40''$ S., long. $47^{\circ} 55' 15''$ W. These islands were also seen in 1769, by the ship *San Miguel*; in 1774, by the ship *Aurora*; in 1779, by the *Pearl*; and in 1790, by the *Dolores*. All agree that their mean latitude is about 53° S.

In consequence of the credibility of such documents, published by authority of the Spanish government, my worthy friend Captain James Weddel, of the English navy, made a strict search for these islands in 1820, sailing for that purpose from St. John's, in Staten Land, on the twenty-seventh of January. In concluding the account of his cruise, he says, "Having thus diligently searched through the supposed situation of the Auroras, I concluded that the discoverers must have been misled by appearances; I therefore considered any further cruise

to be an improvident waste of time." Captain Johnson and myself having each made a similar search with equal fidelity and with no better success, were both compelled to adopt the same opinion. The reputed discoverers must have mistaken three floating icebergs with earth attached to their sides, and covered with snow on their tops, for so many islands.

November 18th.—Having thus wasted more than fifteen days in attempting to discover this *terra incognita*, and being now fully convinced that any further search would be equally fruitless, we abandoned the pursuit; and on Monday, the eighteenth of November, steered for the island of South Georgia, where we safely arrived on Wednesday, the 20th, and came to anchor in Wasp's Harbour, on the north side of the island, at one o'clock, P. M. At two, P. M., I sent the boats in search of seal; but after an absence of three days they returned unsuccessful, on Sunday, the twenty-fourth, at ten, A. M., having circumnavigated the whole island without discovering a single seal.

South Georgia is an island in the Southern Ocean, bearing E. by S. from the Falklands, distant about 260 leagues. Nearly half-way between the two, in a direct line, is the supposed situation of the Auroras. The island of South Georgia was first discovered by La Roche, in 1675; but not explored until one hundred years afterward, when it was attentively examined by the celebrated Captain Cook, who named it in honour of the King of England. It is of an oblong shape, extending S.E. by E., and N.W. by W.; thirty-one leagues in length, while its greatest breadth is nearly ten leagues; its whole circumference being about seventy leagues. Wasp's Harbour, where we now lay at anchor, is in lat. $54^{\circ} 58'$ S., long. $38^{\circ} 25'$ W. The sides of this island are deeply indented by bays, some of them so deep on opposite sides as almost to meet in the centre. The mountains are lofty, and the tops perpetually covered with snow; but in the valleys there grows a strong-bladed grass in great plenty.

November 24th.—The sole object of our visit to this cheerless port being frustrated by the absence of seal, we weighed anchor on Sunday, the 24th, and proceeded to sea, steering an eastern course for Bouvette's Island, so called from being first seen by that navigator in October, 1808. It lies nearly due east from South Georgia, being in lat. $54^{\circ} 15'$ S., long. $6^{\circ} 11'$ E.; about four hundred leagues S.S.W. from the Cape of Good Hope, and nearly on the meridian of Toulon, in France. We continued our course, with variable winds and occasional heavy weather, attended with much snow and hail, until Friday, sixth of December, when we saw the island for which we were bound, bearing E.S.E., distant one league. This was at two, P. M., and at three o'clock the next morning I sent the second mate with a well-manned boat to search for seal on the shores of the island, with orders, if he found any, to see if they were tame, and to return immediately with information.

December 6th.—At seven o'clock, A. M., the boat returned with eighty fur-seal skins of a superior quality; and the officer informed me that the seal were perfectly tame; so much so, that they would come up and play among the men who were skinning their companions. At eight

o'clock, A. M., the boats were manned and sent on shore to finish taking the jackets of those seal which had been left dead on the beach by the first party.

Relying on the correctness of my officer's report, I naturally concluded that there were seal in sufficient numbers on this island, not only to complete the cargo of our present voyage, but also to furnish cargoes for many others; the island being at least twenty-five miles in circumference. The island of Masafuero, in the Pacific Ocean, of about the same dimensions, has been known to produce upwards of three millions. Here also, at Bouvette's Island, on the western shore, was fine anchorage inside of the immense number of ice-islands which lay in that quarter, from one to three miles off-shore, all of them aground in from ten to one hundred fathoms of water. Some of these ice-islands were a mile in circumference, and lay so close to each other that it was with difficulty we got the vessel between them to the anchorage alluded to. We finally succeeded, however, and anchored on the north-west side of the island, in seventeen fathoms of water, about half a mile from the shore. In this situation we lay entirely sheltered, by the ice-islands on one side and Bouvette's on the other, from whatever point of the compass the wind might blow.

At nine, P. M., the boats returned with one hundred and twelve clap-match and wig-skins; and on the morning of the eighth, at three, A. M., I again sent the boats on shore to examine the island, and discover some new seal-rookeries. But to our extreme disappointment and mortification, after sailing completely round the island, not another spot could be found on which a seal could land; the shores being either perpendicular or covered by projecting cliffs.

This island is evidently of volcanic origin; even the rocks having been melted by former eruptions into a complete mass of lava, presenting the appearance of blue and green glass. There are some small spots of vegetation on the hill-sides; but the mountain, which rises about three thousand feet above the level of the sea, is covered with pumice-stone—that spongy, light, crumbling substance, which is generally cast out from the volcanic entrails of burning mountains. Who can declare how many ages have elapsed since the fires were extinguished which once raged in the bosom of this mountain!—He alone who laid the foundations of the earth. The shores of this island abound with fish, and innumerable oceanic birds frequent the rocks and icebergs in their breeding season. I have no doubt that there is some other land in the vicinity of this; and I think the most likely place to seek for it would be to the south.

December 8th.—At seven o'clock, P. M., on Sunday, the eighth, we got under way, and left this inhospitable island; steering to the south and east, with a fine breeze from the south-west, and fair weather, which continued until Thursday, the twelfth, when the wind commenced blowing a strong breeze from the north-east, attended with a thick snow-storm.

December 13th.—On Friday, the 13th, being in latitude $60^{\circ} 11' S.$, long. $10^{\circ} 23' E.$, the wind moderated, and the weather became clear; at which time we found ourselves in the midst of a vast field of drift-

ing ice, from which arose, in almost every direction, elevated islands, or rather floating mountains, of the same glittering material. Our situation now was extremely perilous, while the prospect around us was at once appalling, sublime, and beautiful. All that we have ever read of fairy palaces, and castles with towers of crystal, surmounted by turrets and minarets of the whitest silver, may furnish some idea of the scene of treacherous brilliancy which now surrounded us. The morning sun shone upon them obliquely, and their irregular sides reflected its rays in a variety of gay colours; but we were not so much dazzled by their beauty as alarmed at their proximity, as large masses of ice and snow were frequently falling from their summits with a tremendous crash on the field-ice below, of magnitude and weight sufficient to sink a ship of the largest size, should such a one unfortunately be found in the line of its descent. Happily for us, it was nearly calm.

December 14th.—The morning sun of Saturday rose upon the same scene of danger and sublimity which surrounded us the day before; and which his first beam lighted up into its former beauty and splendour. This soon received an additional charm from the presence of a vast number of sea birds; among which we recognised the albatross, Nelly, sea-hen, Port Egmont hen, white pigeon, blue petrel, ice-birds, and penguins: Perceiving the water to be much discoloured in the openings between the ice, we tried for soundings; but found no bottom with one hundred and twenty fathoms of line. A great number of right whales, fin-backs, and porpoises showed themselves in the clear water beyond the margin of the crystal field in which we were detained, and it is needless to add that we envied them their situation and liberty. The weather was still mild and pleasant; but we knew not at what moment it might change its aspect. It has been justly observed that “a combination of thick weather, a strong gale of wind, and a tempestuous sea, crowded with detached pieces of ice, each of which is enveloped in a thick spray raised by the dashing of the waves, presents one of the most terrific navigations that can be conceived.” Had a gale of wind arisen in our situation, our navigation would have been still more terrific, owing to the ice-islands around us.

December 15th.—On the following morning, which was Sunday, our prospect of liberation was somewhat brightened, as the vast sheets of ice which for two days had evinced such a tendency to adhere together as to keep our vessel wedged in between them, began to separate a little.* Taking advantage of this favourable circumstance we made every exertion to free ourselves from a situation that was far from being enviable. These exertions were at length crowned with success; so that at four, P. M., we found ourselves once more in clear water, when we could gaze back upon the scene of danger, and congratulate ourselves on the providential escape. The vessel had suffered but

* “A tendency to separation always takes place in the drift during a calm. It frequently happens that a ship is completely beset, and unable to move in any direction; and next day, without apparent cause, the ice is totally dispersed, and an open sea presented on every side. A sheet of ice a few inches in thickness is sufficient to render a ship immovable. If, under these circumstances, it is too strong to be broken by a boat, recourse is sometimes had to the laborious operation of sawing it.”

--*Edin. Enc. art. Ice.*

little injury, except in her copper, which was much damaged by the sharp edges of the ice, as we crowded her through it.

As the season was not yet sufficiently advanced to permit our proceeding farther south at present, and it being necessary to repair our sails and rigging before we commenced our antarctic cruise, I concluded to steer for Kergulen's Land, otherwise called the island of Desolation—not a very enticing cognomen, but quite convenient for our present purpose. It is an island of the Southern Indian Ocean, lying in latitude $48^{\circ} 41' S.$, long. $69^{\circ} 4' E.$

As this narrative may fall into the hands of some who are not practical navigators, nor even proficient in the science of geography, I think it expedient to be a little more explicit than any of my predecessors have been, in pointing out the situation of some of the most prominent and frequented of the South Sea islands. For this purpose I will take the southern extremity of South America as a starting point; for every one who has ever looked at a map of the world knows that this continent extends farther to the south than any part of Asia or Africa. Let us take our departure, then, from Cape Virgin, which forms the northern point of Magellan's Strait, in latitude $52^{\circ} 20' S.$, about two hundred miles north of Cape Horn, and sail in an easterly direction until we count one hundred and forty degrees of longitude. In doing this, we need not deviate many points from the course proposed, in order to pass near the following islands, viz. the Falklands, which we will leave on our left, in latitude $52^{\circ} 23' S.$, long. $58^{\circ} 59' W.$ South Georgia we will leave on our right, in lat. $54^{\circ} 58' S.$, long. $38^{\circ} 25' W.$ We shall also leave Sandwich Land far to the right, in lat. $58^{\circ} 30' S.$, long. $27^{\circ} 30' W.$ We shall then cross the meridian of Greenwich, and pass Bouvette's Island, lying in lat. $54^{\circ} 15' S.$, long. $6^{\circ} 11' E.$ Marion's Island, with its neighbour Prince Edward's, will be left on our larboard quarter, in lat. $46^{\circ} 53' S.$, long. $37^{\circ} 46' E.$; as will also Possession Island, and a cluster near it called Crozet's Islands, in latitude $42^{\circ} 59' S.$, long. $48^{\circ} 0' E.$ A few hours' sail will then bring us to Kergulen's Land, or Desolation Island, in the Southern Indian Ocean, bearing south-east from the Cape of Good Hope, distant about eight hundred leagues.

December 25th.—Our passage to this island was retarded by contrary winds, which often increased to moderate gales, attended with occasional hail-squalls and heavy rains. The effects of such weather could easily be traced in the wear and tear of our sails and rigging. On Wednesday the 25th, which was Christmas-day, we were in lat. $50^{\circ} 30' S.$, long. $50^{\circ} 41' E.$

December 31st.—We arrived at Kergulen's Land, or Desolation Island, on Tuesday, the 31st of December; and at 9 P. M. came to anchor in four fathoms of water, in Christmas Harbour, where we proposed to pass the remainder of the Christmas holydays, which, in the southern hemisphere, occur at midsummer.

January 1st, 1823.—At 4 A. M. I took the boats, with the second officer, and went in search of seal, leaving the first officer and three men to take care of the vessel and repair her sails and rigging, which were very much out of order from the almost continual gales of wind

we had experienced since our departure from the Falkland Islands on the 2d of November.

In our search for seal we were occupied more than a week, rowing and sailing round the island, and examining every beach; but our labours were not crowned with any great success. We did not see in our whole survey more than three thousand fur-seal, of which we took two hundred. On the west side, however, we saw about four thousand sea-elephants, and about fifteen hundred on the east side. On the former side we found many excellent harbours. We returned to the vessel on Friday, the 10th.

CHAPTER IV.

Desolation Island, or Kergulen's Land—Christmas Harbour—Natural Productions—Oceanic Animals—Departure from the Island, towards the South Pole—Cross the Antarctic Circle—Procure fresh Water from the Ice—Steer for Sandwich-land—Candlemas Isles—Southern Thulé—Burning Volcanoes—Return to the Antarctic Seas—Mild Temperature of the Air and Water—No Field-ice in Lat. $70^{\circ} 14'$ —Ice-islands and Icebergs; their Formation—Practicability of reaching the South Pole—New South Greenland—Staten Land.

KERGULEN'S LAND, otherwise called Desolation Island, was first discovered in 1772, by M. de Kergulen, a French navigator, who mistook it for a southern continent, and so reported to his government; who sent him back in the following year to give his new discovery a critical examination, survey its coasts, &c. He now discovered his mistake, and at the same time some small islands in the vicinity of the large one. Three years afterward Captain Cook fell in with the same islands, but considered them of little importance. It was he who named the principal one the "Island of Desolation." My own observations, however, have led me to conclude, that notwithstanding its natural defects and desolate character, it is still not without its value. As a place of repose for the weather-beaten mariner whose duty calls him into these remote seas, I know its worth by experience. Its safe and commodious harbours, with abundance of fresh water, are alone sufficient to redeem its reputation.

Christmas Harbour is the first that is met with on the east or north east side of the island after passing Cape François, which forms the northern side of this haven, at the head of which is Wasp's Harbour. The latter is a small basin, completely land-locked within itself, into which you can carry four fathoms of water. Here you may anchor in from ten to three fathoms, clay bottom; and here a ship might lie with her best bower ahead at all seasons, the year round, in perfect safety. To the westward, at the head of this basin, is a small fresh water river of an excellent quality, from which a ship may fill any quantity, and warp it along-side with one hundred fathoms of line. In this cove, in the month of December (corresponding to our June), a ship may be supplied with any quantity of penguins' eggs from rookeries within

half a mile of her anchorage. On the islands at the mouth of the bay are rookeries of the albatross, &c. There are also to be had here some Port Egmont hens, sea-hens, cape-pigeons, blue petrels, ducks, teal, and the Nelly, most of which are palatable, if taken when they are young.

Christmas Harbour may be known from any other harbour in the island by the projecting point of Cape François, which terminates in a high rock, perforated quite through, so as to form a natural arch, like that of a gateway or bridge. The outer harbour is only open to easterly winds, and is sheltered by a number of islands about six miles from the anchorage, which protect it from any sea that could injure a ship. It is high water here on full and change days at a quarter past 10 o'clock. The entrance of the harbour is in lat. $48^{\circ} 40' S.$, long. $69^{\circ} 6' E.$

Many of the hills on this island, though of moderate height, were covered with snow, notwithstanding that the season was now midsummer, January, corresponding to our July. Yet still, in approaching the harbour, the sunny declivities of the snow-crowned eminences present many cheering spots of living verdure. This appearance, however, is a promise to the eye soon to be broken to the hope; for it is not the grassy robe which nature wears in almost every other section of her dominions. The illusion is caused by a small plant resembling saxifrage, which grows upon the hills in large swelling tufts, on a kind of rotten turf. Near the base of the hills, in a boggy kind of soil, is another plant plentifully scattered about, which grows to the height of nearly two feet. It presents the appearance of a small cabbage that is shooting into seed, and has the watery acrid taste imputed to it by Mr. Anderson.* Here also still grows the androgynous plant mentioned by the same ingenious naturalist nearly sixty years ago, whose remarks on such subjects have already, and will frequently in the course of this narrative, supply my own deficiency in the science of natural history. The coarse grass near the harbour, the moss, the lichen, &c., are all correctly described; and he truly observes that "there is not the appearance of a tree or shrub on the whole island."

Of animals, besides those before mentioned, there are a few seal of the fur and hair kinds, and numbers of sea-elephants. These amphibious animals come on shore in the month of November, to bring forth and nurse their young. On these occasions the females are politely attended by their respective male partners, who meet them near the shore or on it, where they remain until May. They often form their rookeries one or two hundred yards from the water. They bring forth their young and nurse them in the same manner as the canine species do; and for two weeks after their birth the young ones are as helpless as canine pups of the same age. The art of swimming, it appears, is not theirs by instinct, as they know nothing about it until taught by their parents. When they are three or four weeks old, the mothers drag them to the water by the neck, and give them their first lesson in the science of aquatic locomotion.

* Captain Cook's surgeon.

They copulate on shore, and the female goes about ten months with young. According to the best calculation that I can make, they seldom produce more than one pup at a birth, and never more than three; and the young ones never come on shore during the first year of their lives. As to the age this animal will live, it is difficult to ascertain with any degree of certainty; but from my own observations, I should fix the period of their greatest longevity at thirty years.

The principal food of the fur-seal is a fish called the squid, the same that the sperm whale feeds upon. The hair-seal and the sea-elephant feed upon various kinds of scale-fish, and the hair-lion often feeds upon penguins.

Of the feathered race on this island penguins are the most numerous, and of these there are four different kinds. The largest is the royal or king-penguin, so called from its size, beauty of plumage, and irrepressible pride: in these respects it much resembles the peacock. The head is of a glossy shining black, the upper part of the body of a leaden gray, the under part of the purest white, and the feet in colour correspond to the head. Two broad stripes of a fine bright glossy yellow descend from the head to the breast; the bill is long, and of a rose colour. As they march along with a great deal of self-complacency, they will frequently look down their glossy front and sides to contemplate the perfection of their exterior brilliancy, to adjust a ruffled feather, or remove any speck which may sully their spotless attire.

The second class of penguins is only about half the size of the one just described. The upper part of the body is of a blackish gray, with a white spot on the top of the head; the bill and feet are of a yellow tinge, the breast white. The third sort, or bicrested penguin, is black upon the upper part of the back and throat; most of the body, neck, and head is white, excepting the top of the latter, which is ornamented with a fine yellow arch, which the bird can erect at pleasure as a double crest.

The shags here are of two kinds, one of which resembles the cormorant or water-crane, the other has a blackish back and a white belly. Here are also sea-swallows, terns, common sea-gulls, Mother Carey's chickens, and Mother Carey's geese, or the great petrel: this last-named bird is as large as an albatross, and is carnivorous, feeding on the carcasses of dead seals and birds. It is sometimes called the osprey-petrel, or breakbones. It often sails close to the surface of the water, with its wings expanded, yet without appearing to move them. They are very tame, and not unpalatable food. I have also frequently shot and eaten the white bird for which Mr. Anderson had no name, and found its flesh a very agreeable substitute for salt provisions. It is somewhat larger than a pigeon, with white feet and a black bill.

January 11th.—We returned from our sealing excursion round the Island of Desolation on Friday, the 10th; and on the following day at 6 P. M. again got under way, and took our departure from Christmas Harbour, steering towards the south and east, wafted by a fine breeze from W.S.W. We continued this course, almost constantly attended by light snow-squalls, for ten days; when, in lat. 62° 27' S., long. 94° 11' E., we fell in with very extensive fields of ice, one of which would

have measured at least one hundred and fifty miles east and west. In the vicinity of this crystal plain were an immense number of ice-islands, some of which were of an extraordinary magnitude.

January 22d.—In order to avoid a contact with the enormous masses of ice on our starboard bow, we were obliged to alter our course, and steer more to the north. And we continued to sail in this direction until we were in lat. $58^{\circ} 42'$ S., between which and the parallel of 60° we continued to sail eastward until our longitude was one hundred and seventeen degrees east of the meridian of Greenwich. We then again changed our course, and steered to the south until the 1st day of February.

February 1st.—From the 11th day of January, when we left the Island of Desolation, to the 31st, we had but one day of fair weather; but we now took the wind fresh from the north-east, with an atmosphere clear and pleasant. By an observation at noon we were in lat. $64^{\circ} 52'$ S., long. $118^{\circ} 27'$ E. The wind soon freshened to an eleven-knot breeze, and we embraced this opportunity of making to the west; being, however, convinced that the farther we went south beyond lat. 64° the less ice was to be apprehended, we steered a little to the southward until we crossed the antarctic circle, and were in lat. $69^{\circ} 11'$ S., long. $48^{\circ} 15'$ E. In this latitude there was *no field-ice*, and very few ice-islands in sight. We likewise discovered that the winds in this latitude blow three-fourths of the time from the south-east, or the north-east, very light, and attended with more or less snow, every day; and that the westerly winds were accompanied with severe hail-squalls.

February 23d.—We continued steering to the westward with every necessary caution until 4 P. M., when being in lat. $69^{\circ} 42'$ S., we crossed the meridian of Greenwich, in a fine clear day, and with the wind from S.E. to S.S.W., from which quarter it had blown for the last four days. We now steered for the north and west for Sandwich Land, and on the following day saw many birds of different kinds, such as the albatross, the Nelly, sea-hens, and penguins; besides a variety of others that are common among the ice-islands.

February 24th.—Monday, the 24th of February being calm, we lowered one of our boats, and supplied the vessel with fresh water, from the floating ice around her. We likewise tried the current, and found it setting due north, at the rate of about the eighth of a mile in an hour, which is equal to three miles in twenty-four hours. We had tried the current several times between the meridian of Greenwich and one hundred and eighteen degrees east; but always found it setting in the same direction, and with the same velocity. Our sounding gear for trying the current consisted of a very large iron pot, of fifteen gallons' capacity, and a line of one hundred and fifty fathoms in length. Lat. $68^{\circ} 12'$ S., long. $4^{\circ} 17'$ W.

February 25th.—We continued our course for Sandwich Land, hoping to find among those barren islands some drift-wood, as well as seals. Fuel we were much in want of, not wishing again to cross the antarctic circle without a fresh supply. In this passage we saw in the water many seals, wigs, clap-matches, and yearlings—about 300 in all. We also saw many sea-birds, among which were some white pigeons, not

web-footed, Port Egmont hens, albatrosses, and Nellies, and a number of very curious birds, about the size of a pigeon, with a green head. The back of this bird was a gray black, and the breast was variegated with all the colours of the rainbow. The tail, which was long and bushy, was of a hue approaching to yellow, and resembling the bird of paradise.

February 28th.—On Friday, the twenty-eighth, the cheering cry of “Land, ho!” resounded from aloft. This proved to be the Candlemas Isles, the most northerly islands of Sandwich Land; lat. $57^{\circ} 10' S.$, long. $26^{\circ} 59' W.$ These two islands are of no great extent, but one of them is of considerable height, both being burning volcanoes; and the most western having burnt down nearly to a level with the sea. We continued examining these islands towards the south, until we arrived at the Southern Thule; where, on the north-east side of the westernmost island, we found a good harbour. In this group we saw nine burning volcanoes—fire in abundance, but no fuel for the Wasp. Three of these islands had vomited out so much of their entrails, that their surfaces were nearly even with the water.

We looked on these islands in vain for wood, of which we were very much in want; as we had not made a fire on board the Wasp but once a week, for the last fourteen days; having with that fire boiled meat sufficient to serve the officers and crew for seven days; and this economical regulation we were obliged to adhere to until we arrived at Staten Land, on the twenty-fourth of March. All the islands which constitute what is called Sandwich Land are entirely barren. Those parts which have not been consumed by internal fires are very high, and covered with perpetual snow; the rest is broken land. The westernmost of the Southern Thule is in lat. $59^{\circ} 35' 10'' S.$, long. $27^{\circ} 42' 30'' W.$

March 6th.—After having examined the islands of Sandwich Land, without discovering a single fur-seal, and only about four hundred sea-elephants, together with about fifty sea-dogs, we again directed our attention towards the antarctic seas. At five P. M. we steered to the south and west, with the wind from W.N.W., attended with frequent squalls of snow and hail.

March 10th.—We continued standing to the south and west, with our starboard tacks on board, until Monday, the tenth of March; when, at four A. M., we found ourselves once more in a very dangerous situation, being hemmed in on every side by field-ice. After exerting ourselves, however, for about twenty-four hours, in a thick snow-storm, we made our escape into an open sea, entirely free of ice. This was in lat. $64^{\circ} 21' S.$, long. $38^{\circ} 51' W.$ We then took the wind from the west, and stood to the south, under double-reefed sails, until Friday the fourteenth, when our latitude was $70^{\circ} 14' S.$ long. $40^{\circ} 3' W.$

March 14th.—The sea was now entirely free of field-ice, and there were not more than a dozen ice-islands in sight. At the same time, the temperature both of the air and the water was at least thirteen degrees higher (more mild) than we had ever found it between the parallels of sixty and sixty-two south. We were now in lat. $70^{\circ} 14' S.$, and the temperature of the air was forty-seven, and that of the water

forty-four. In this situation I found the variation to be $14^{\circ} 27'$ easterly, per azimuth.

I have several times passed within the antarctic circle, on different meridians, and have uniformly found the temperature both of the air and the water to become more and more mild the farther I advanced beyond the sixty-fifth degree of south latitude, and that the variation decreases in the same proportion. While north of this latitude, say between sixty and sixty-five south, we frequently had great difficulty in finding a passage for the vessel, between the immense and almost innumerable ice-islands, some of which were from one to two miles in circumference, and more than five hundred feet above the surface of the water! When it is considered that they have always about three-fifths of their bulk *under* water, some idea may be formed of their enormous magnitude. We have several times come so near them, when the weather was so thick and hazy that we could not see twice the length of the vessel, that nothing prevented our striking but a timely application of the sweeps to bear us off. It was always our endeavour to keep at a respectful distance; for they are sometimes so nicely balanced, that, should a very large piece become detached from below, the whole mass above water, being thus rendered top-heavy, would instantly capsize, and plunge beneath the surface; when wo to the vessel that lies in its way. Even at the distance of one hundred yards, ships have been lost by the vast waves and whirls occasioned by these rolling mountains.

But there is no evil, perhaps, which is not accompanied with some redeeming quality. The shelter which is sometimes afforded by these dangerous friends has preserved vessels from injury, if not ruin, during a gale of wind; especially as the sea is never rough where the ice-islands are sufficiently numerous to break the force of the waves.

I regret extremely that circumstances would not permit me to proceed farther south, when I was in lat. $70^{\circ} 14' S.$, on Friday, the 14th day of March, 1823; as I should then have been able, without the least doubt, to penetrate as far as the eighty-fifth degree of south latitude. But situated as I then was, without fuel, and with not sufficient water to last twenty days,—destitute of the various nautical and mathematical instruments requisite for such an enterprise, and without the aid of such scientific gentlemen as discovery ships should always be supplied with; taking all these things into consideration, I felt myself compelled to abandon, for the present, the glorious attempt to make a bold advance directly to the south pole. The way was open before me, clear and unobstructed; the temperature of the air and water mild; the weather pleasant; the wind fair. Under such tempting auspices, it was with painful reluctance that I relinquished the idea, and deferred the attempt for a subsequent voyage. The anguish of my regret, however, was much alleviated by the hope that on my return to the United States, an appeal to the government of my country for countenance and assistance in this (if successful) magnificent enterprise would not be made in vain. To the only free nation on earth should belong the glory of exploring a spot of the globe which is the *ne plus ultra* of latitude, where all the degrees of longitude are merged

into a single point, and where the sun appears to revolve in a horizontal circle. But this splendid hope has since been lost in the gloom of disappointment! The vassals of some petty despot may one day place this precious jewel of discovery in the diadem of their royal master. Would to heaven it might be set among the stars of our national banner!

Had the English navigator Captain Weddell* been properly prepared with all the necessary mathematical and nautical apparatus for approaching the south pole, there is no doubt that this important discovery would have been accomplished by him in the year 1822, when he proceeded one hundred and eighty-five miles farther south than any other navigator had ever done before him; he having reached the latitude of $74^{\circ} 15' S.$; while Captain Cook's most southern latitude was only $71^{\circ} 10' S.$, and my own $70^{\circ} 14' S.$ Nothing but a deficiency of articles which are indispensably necessary for the purpose prevented Captain Weddell's accomplishing this much-desired object; when the people of our enlightened age would have had laid open to them the mysteries of the south pole—mysteries which have been concealed from man since the Almighty first “laid the foundations of the earth.”

I have no doubt that the British government, ever foremost to encourage genius and reward merit, will yet give my much esteemed and worthy friend Captain Weddell another opportunity of distinguishing himself with the command of an expedition towards the south pole.

To return from this digression.—The ice which sometimes obstructs the navigation of the antarctic seas appears to be of two kinds; the one being from fresh, and the other from salt water. The hard, solid, and perfect icebergs are the gradual productions of years,—perhaps of centuries. In these inhospitable regions, wherever the snow finds a resting-place in winter, there it must accumulate until the ensuing summer, when it will begin to dissolve beneath the influence of the sun's direct rays, which are shed upon every side of it in the course of twenty-four hours. Streams and rivulets are the necessary consequence, which collect along the indented shores, and in the deep bays. There this snow-water soon freezes, and every successive year supplies an additional investing crust, until, after the lapse of perhaps several centuries, the icy mass rises at last to the size of a mountain, and becomes an iceberg. The melting of the snow which is afterward deposited on such immense blocks, likewise contributes to their growth; and, by filling up the crevices, it renders the whole berg compact and uniform.

At the same time, the principle of destruction has already commenced its operation. The constant agitation of the sea gradually wears and undermines the base of the icy eminence; till at length, by the action of its own accumulated weight, having grown to near one thousand feet in height, it is torn from its frozen chains, and precipitated into the ocean. When thus launched afloat, it is like an island in the

* Captain James Weddell, of the British navy, whom I have before mentioned in the previous chapter, as seeking for the Aurora Islands, in 1822: a most excellent officer, and a highly worthy man: justly extolled as an active, correct, and enterprising navigator. Being familiar with danger in its most appalling form, every emergency finds him cool, steady, and undaunted. He is, in short, at once an honour to his country and to human nature. I speak with confidence, for I know him.

sea ; till driven to the northward by the wind and currents, a milder temperature of air and water gradually and insensibly melts it into its primitive element, either in the Pacific, South Atlantic, or Southern Indian Ocean.

March 15th.—After relinquishing for this season the idea of an attempt to reach the south pole, we tacked about, and stood to the north and west. On Saturday, March 15th, at 2 P. M., land was seen from the masthead, bearing west, distant three leagues. At this time the wind had hauled to the south-west, and at half-past 4 P. M. we were close in with the eastern coast of the body of land to which Captain Johnson had given the name of New South Greenland. At six P. M. the wind hauled off the land, when we tacked and stood to the south, along the coast, which runs about south-by-east ; our boats being out, and searching the shore for seals until 9 P. M., when they returned to the schooner.

March 16th.—On the following morning, Sunday, the 16th, the boats continued their search, the vessel following or keeping abreast of them, about two miles from the land, until the next day, at 4 P. M., when we were in lat. $67^{\circ} 52'$ S. long. $48^{\circ} 11'$ W. ; at which time we took a fresh breeze from the south, attended with light snow-squalls. Variation per azimuth at 9 A. M. $16^{\circ} 4'$ easterly. The coast here tended about S.E. by S., and we thought we could discern some of the mountains of snow, about seventy-five miles to the southward.

Under the circumstances before mentioned, being without wood, on a short allowance of water, and the season far advanced, it was judged imprudent to proceed farther south ; although I felt very anxious (being now in an open sea) to ascertain the extent of this land towards the south. We therefore tacked about, and stood to the north.

March 19th.—On Wednesday, the 19th, we were close in with the north cape of New South Greenland ; lat. $62^{\circ} 41'$ S., long. $47^{\circ} 21'$ W. by dead reckoning, not having had an observation for three days ; coast tending to the south, and S. by W. This land abounds with oceanic birds of every description ; we also saw about three thousand sea-elephants, and one hundred and fifty sea-dogs and leopards.

In this place, I think it proper to remark, that every spot I have visited beyond the sixtieth degree in these high south latitudes, is entirely destitute of soil or vegetation ; but rising in vast mountains, or columns of impenetrable rocks, ice, and snow. I would also further state, what is my firm conviction, that ice-islands are never formed except in bays and other recesses of the land ; and that even field-ice is never produced in deep water, or on a rough sea. The necessary inference, therefore, is this :—If there be no more land to the south than that with which we are already acquainted, the antarctic seas must be much less obstructed by ice than is generally supposed ; and that *a clear sea is open for voyages of discovery, even to the south pole.*

The existence of ice-fields, at a vast distance in the antarctic regions, whether accompanied by ice-islands or not, may frequently be ascertained by their reflection on the verge of the horizon, in a stratum of local whiteness. This appearance is occasioned by the rays of light striking the surface of the ice obliquely ; and such as the angle of in-

cidence happens to be, such is the degree of altitude in the atmosphere where the appearance is produced. This shining streak of light is always brightest in clear weather, and indicates to the experienced mariner, while at fifteen or twenty miles' distance, not only the extent and figure of the field, but even the quality of the ice.

From the second day after we left the "Island of Desolation," up to this date, March 19th, we have not passed a day without seeing fields of broken ice, or ice-islands, or both combined; and during all that period of sixty-six days, we have had, every day, more or less snow or hail. This was very unpleasant, as we could not keep fire on board, on account of our stock of wood being nearly exhausted; although we found far less ice, and much finer weather, south of latitude sixty-seven, than we did between sixty-seven and sixty.

On Wednesday, the 19th of March, at 10 o'clock P.M., we bade adieu to the cheerless shores of New South Greenland, and steered for Staten Land, with a fresh breeze from the south-east, which lasted until Monday, the 24th; when, at 9 A.M., we anchored in the harbour of St. John's, or East Harbour, in seven fathoms of water, clay bottom.

March 24th.—Staten Land is an island which forms the south-eastern extremity of South America, and of which I will give some account in the next chapter. Knowing that its shores were sometimes the resort of fur-seal, I had the boats manned within an hour after we cast anchor, and sent them round the island in search of that animal. In the mean time, I encountered an old acquaintance, in the brig *Hersilia*, of Stonington, Conn., Captain James Sheffield commander, who had come into these distant regions on a similar errand with our own.

It may easily be conceived that it was very pleasant to meet one's fellow-townsmen so far from home, and engaged in the same pursuit as ourselves.

March 28th.—On Friday, the 28th, our boats returned from their coasting enterprise, with one hundred and eighty-two fur-seal skins. At seven, P. M., we got under way, in company with the *Hersilia*, and steered for the Falkland Islands, where we arrived on Sunday morning at three o'clock, and anchored in Shallop Cove, on the east side of New Island, in our former situation. At four A. M., I despatched the boats in search of seal; but, after an absence of seventeen hours, they returned with only twenty-two fur-skins.

March 31st.—On the following morning at four o'clock, A. M., we again got under way and steered to the south and west, with a fresh breeze from N.W. by W.

April 3d.—Thursday found us in lat. $62^{\circ} 8' S.$, long. $66^{\circ} 14' W.$ when we took a fresh breeze from the south-east, and steered to the westward, until we were in lat. $65^{\circ} 42' S.$, long. $110^{\circ} 16' W.$

April 24th.—During this run we saw few if any indications of land, and there was very little ice in sight. We now bore up for Staten Land, with a fresh breeze from S.S.W., attended by a thick snow-storm; and continued steering to the north and east, until Thursday, the 24th, when, at eight P. M., we anchored in Hallett's Harbour, in five fathoms of water, on the north side of Staten Land. On the following morning, at four A. M., the boats were sent round the island in search of seal; and did not return until Tuesday, the 29th, at 5 P.M.

CHAPTER V.

Erroneous Ideas corrected—Staten Land—Strait of Le Maire—Natural History of the Fur-seal and Sea-elephant—Exaggerated Accounts of Cape Horn Dangers accounted for, and refuted—Doubling the Cape—Prevailing Winds and Weather in that Region—Diego Ramirez Islands—Ildefonso's Island—Christmas Sound—Western Entrance to the Strait of Magellan—The Wasp sails from Staten Land, and arrives at the Eastern Entrance, from the Atlantic—Enters the Strait, and anchors in the Harbour of Cape Negro.

I HAVE said that Staten Land is an island which forms the south-eastern extremity of South America. To those who are not conversant with maps, this is not sufficiently explicit; I will therefore be more particular in describing its situation.

I find that many persons, who ought to know better, are under the impression that the continent of South America, as it stretches into the southern hemisphere, gradually becomes more and more narrow, until it finally tapers off to a *point*, and that this point is called Cape Horn. The whole of this idea is not founded in truth; for though the South American continent does gradually become more and more attenuated, as it extends beyond the tropic of Capricorn, it does not terminate in a point, nor within one hundred miles of the celebrated Cape Horn.

The extreme southern prolongation of the American continent is Cape Froward, in the Strait of Magellan, in lat. $54^{\circ} 3' S$. Sixty-five miles north of this, at the river Gallegos, the distance across Patagonia, from the Atlantic to the Pacific coast, is about two hundred miles. South, or rather south-east, of Magellan's Strait, lies a large cluster of islands, called Terra del Fuego, or *land of fire*, on account of its volcanoes. The greatest width of this cluster north and south is about one hundred and sixty miles; and its length, in a straight line from east to west, is about double that distance. Its eastern extremity forms one side of Le Maire's Strait, and a small island called Staten Land forms the other. On the south of Terra del Fuego are other little islands, such as Hermit's, Jordan's, Barnavell's, Evout's, Saddle Island, &c. The most southern of this cluster is called Horn Island, and its most southern extremity is called Cape Horn. The whole of this group, south and south-east of the continent, ought to have been called the Archipelago of Maganholes, or Magellan, in honour of the discoverer.

Staten Land, we have seen, is separated by the Strait of Le Maire from the island of Terra del Fuego, as the latter is separated from the continent by the Strait of Magellan. It presents to the eye of the navigator a surface of craggy hills, which rise to a vast height, especially near the west end of the island. The coast is rocky, and much indented with bays and inlets. The dismal aspect of this country (which has been much exaggerated) is painted in very strong colours

by almost every navigator who has visited or passed it. It did not, however, present the same appalling aspect to the scientific Captain Cook that it did to the more romantic Commodore Anson. That unspeakable horror and wildness mentioned by the commodore were not observed by the scientific gentlemen who accompanied the captain; on the contrary, to them the land appeared to be supplied with both wood and verdure; "nor was it covered with snow; and on the north side they saw the appearance of bays and harbours."

Even our American commodore, the brave and undaunted Porter, in his account of his passage to the Pacific Ocean, in the U. S. frigate *Essex*, in the month of February, 1813, has added the weight of his testimony to the dismal side of this question. Speaking of his passage through the little strait that separates this island from Terra del Fuego, he says, "The land we first made, and attempted to weather, was Cape San Diego, on the coast of Staten Land, and the appearance was dreary beyond description. Perhaps, however, the critical situation of the ship, the foaming of the breakers, the violence of the wind, and the extreme haziness of the weather, may, all combined, have served to render the appearance more dreadful. But from the impression made by its appearance then, and from the description given by others, I am induced to believe that *no part of the world presents a more horrible aspect than Staten Land.*"

Staten Land is certainly more steril than Terra del Fuego, across the strait; being, in general, one body of craggy sharp-pointed mountains; with the sea surging against it on all sides, with considerable violence. But there are several very good harbours on the north-east side. Among the best is New-year's Harbour, so called from being discovered on that day. It is readily known by some islands that lie about its entrance, a little to the eastward of which is the place of ingress. It is about two miles in length, and one in breadth; penetrating the land in a direction nearly S.W. by S., then gradually turning to W. by S. and W.

Here you may have any depth of water, from thirty fathoms to five, with a bottom of mud and sand. Its shores abound with wood and fresh water, and a few seal of the fur and hair kinds are frequently found on the beach. Scale-fish of various sorts may be caught with hook and line, and sea-fowls shot in several directions. Fresh green celery in its season can be had in any quantities, together with some berries of an agreeable flavour.

The harbour of St. John's, or East Harbour, is also a fine port for a ship to procure wood and water, having an easy entrance (about four miles to the westward of Cape St. John's), as you may pass within half a cable's length of the shore until you come to the head of the harbour, where you can anchor in four or five fathoms, mud and clay bottoms, entirely land-locked.

This island is about twelve leagues in length, lying E.N.E. and W.S.W. In breadth it is unequal, but nowhere wide. Its north-eastern extremity is called Cape St. John's, lying in latitude $54^{\circ} 47' S.$ long. $63^{\circ} 41' 45'' W.$; variation per azimuth $22^{\circ} 58'$ easterly. At each end of this island there are very strong tide-rips, which have the

appearance of shoal water, and are often the cause of alarm to cautious mariners. But I can assure such that they may dismiss their ill-grounded apprehensions; for they may circumnavigate the island at any time, at two cables' length from shore, with the greatest safety, in ships of any size.

The Strait of Le Maire, which separates Staten Land from Terra del Fuego, is a safe and commodious passage, without the slightest symptom of those dangers which have been attributed to it by several former navigators. Vessels of any size have nothing to fear, two cables' length from shore, on either side. There are neither winds, currents, nor calms that can endanger a ship in this passage, which is about fifteen miles wide, and only four miles in length. In my opinion, it owes all its supposed terrors to its being in a high latitude, and *so far from home!* The American prize frigate Macedonian was brought into the port of New-York by her gallant captor, in the middle of winter, through Hurlgate, the Scylla and Charybdis of Long Island Sound. Compare this with a strait of fifteen miles in breadth without a rock or a whirlpool.

In entering the Strait of Le Maire, you pass a low green sloping point of land, that projects out from Terra del Fuego, in an E.N.E. direction to the water. On the opposite side, Staten Land presents a high bluff point, with bold water to the edge of the rocks. In passing between these two distant points, there can be no more difficulty or danger than there is in entering Long Island Sound from the ocean.

Some mariners have represented it to be difficult to discover Strait Le Maire. But I know that any navigator who keeps the land of Terra del Fuego in sight cannot possibly miss or mistake the strait. The only way, therefore, that such an occurrence could take place, would be by losing sight of the land, and running too far to the eastward; which should never be done, as there is no danger that can possibly arise from keeping the western shore on board. Easterly winds are never known to blow fresh in this part of the world; and by hugging the western shore, the passage to the Pacific is very much shortened.

April 29th.—On Tuesday, at 5 P. M., our boats returned from their excursion in search of seal, having been absent four days, with moderate success.

The seals which resort to the islands of this archipelago, as well as to other islands south of latitude fifty, are generally clothed in jackets of valuable fur. This species has been distinguished by naturalists, merely for their size and shape; but there are other peculiarities connected with the history and habits of this animal, of a far more interesting nature, which I have never yet met with in print; a few of which I will endeavour to describe.

In killing a female which happens to be with young, even in an advanced state of pregnancy, if the scull be pressed in by the sealing club in dealing the fatal blow, an exactly similar indentation will frequently be found on the scull of the fœtus. This fact is a practical illustration of the wonderful power of sympathy, and worthy the investigation of naturalists. Although modern philosophers have laboured

hard to refute the idea of such a sympathy in the human race, there are hundreds of credible witnesses ready to bear testimony to its existence in this particular species of marine animals.

The striking disparity of size between the male and female is also worthy of remark. The large male is about seven feet in length, whereas the female never exceeds four feet. The large males are not the most numerous ; but, being the most powerful, they are enabled to keep in their possession all the females. At the time of parturition, the number of males attending one female is in the proportion of about one to a dozen ; a proof that these animals are the greatest polygamists in the world, not even excepting the Turks. That they are gregarious and social is evident to the most superficial observer who surveys their rookeries, where they herd together in classes, and at different periods.

Warmed by the cheering influence of an antarctic spring, the males of the largest size go on shore about the first of November, corresponding to our May, and there wait the arrival of the females, which happens about the first of December. This of course is an annual assignation, and occurs as regularly as the migration of our northern shad from the ocean to the fresh-water rivers, for purposes perfectly analogous. As soon as the female seal makes her appearance at the edge of the beach, one of the most gallant of the males immediately takes her under his protection. It seldom happens, however, that he is not obliged to sustain his right by one or more serious combats with his rivals. While the males are fighting in the most desperate manner, the object of their bloody feud sits calmly looking on, contemplating the fray with apparent delight, and no little self-complacency. I have some reason to believe that the same feeling has been evinced by females of a higher species ; but on this head I do not presume to speak positively : the seal battles I have seen, and studied the countenance of their object ; who voluntarily yields herself to the conqueror as soon as the contest is decided, at the same time casting a look of ineffable contempt upon his vanquished rival.

The proud victor now conducts his lovely prize from the late scene of contention up to the rookery prepared for her accommodation ; and this he does with a courtesy and tenderness of manner from which some husbands might derive a useful lesson. At almost every step he politely bows or nods to his new bride, and frequently touches her lips with his own. When the female has selected her lodgings, and become settled in the rookery, her partner is unremitting in his cares to afford her protection, and render her situation comfortable ; nor does she evince the slightest indications of jealousy while he is showing the same polite attentions to a dozen other wives ! Here, I believe, my former comparison does not exactly hold good.

By the last of December, all the females have accomplished the purpose for which they came on shore. In this process, however, they evidently endure a great deal of pain ; and the males appear to be much affected by their sufferings,—redoubling their affectionate attentions, and adopting various expedients to relieve their distress.

The sense of smell, as well as that of hearing, in these animals is

remarkably acute ; and for sagacity they are not a whit inferior to the dog. This latter quality, however, is more strikingly exhibited in their natural element than on land.

As a proof of their docility, I may mention, that I have taken two young pups, of two or three weeks old, taught them to feed, and kept them with me, as pets, for two or three months ; in which time they became so tame that they would eat out of my hand,—expressing for me a great degree of fondness and affection, and soliciting my caresses in the bleating voice of a young lamb. I should have probably had them to this day, but some of the crew, whose enmity I had incurred by a proper adherence to nautical discipline, found occasion to destroy them both.

The fur-seal may be known from the hair-seal by its being of a much smaller size ; their noses are also smaller, and much more pointed. In swimming, likewise, they have a sort of jumping motion, not much unlike that of the porpoise ; frequently springing six or eight feet clear of the water, which is a feat the hair-seal never performs, except when excessively frightened, and even then they seldom succeed in throwing their bodies clear of the water.

When these animals are for the first time visited by man, they evince no more apprehension of danger from their new guests than did the natives of San Salvador when first visited by the Spaniards ; and the confidence of the poor seals is requited in the same manner that theirs was,—by robbery and murder ! In fact, they will lie still while their companions are slaughtered and skinned. But they soon become acquainted with the barbarous character of their invaders, withdraw their ill-placed confidence, and avoid the fatal intimacy. They now acquire habits of distrust and caution, and devise ways and means for counter-acting human stratagem and treachery. They select more solitary retreats, on the tops of rocks, beneath high projecting cliffs, from which they can precipitate themselves into the water the moment they perceive the approach of their arch enemy.

While encamped in their rookeries, three or four sentinels are always posted to keep a look-out while the others sleep ; and the moment a boat makes its appearance, though it be a mile from the shore, these faithful watchmen promptly give the alarm, when in an instant the whole rookery is in motion. Every one makes for the surf with all possible expedition ; so that by the time the boat reaches the shore, they will nearly all be in the water, with the exception of a few females that have pups or young ones to take care of. These will remain to defend and protect their charge until the last moment ; when, if hard pushed, they will seize their pups by the back of the neck with their teeth, and dive into the surf, where they are obliged to hold the heads of the pups above water to prevent their suffocation.

The males, many of them, will also stand their ground, and fight very hard for the young seals ; often till they perish in the noble cause. In different voyages to these seas, I have had more than fifty seamen very severely bitten in some of these contests ; yet it seldom happens that a man gets bitten who is not afraid of them : but the moment they perceive the slightest symptom of fear or cowardice in their enemy,

they begin to follow him up very close. When excited, their motions are very quick,—like the flash of a gun on touching the match: hence the name of *clap-match*, which sailors apply to the female. In retreat or pursuit, their speed is nearly equal to that of a man, and much swifter on the rocks than could be anticipated from their appearance.

About the latter end of February the dog-seals go on shore: these are the young male seals of the two preceding years; but owing to their youth and inexperience, are not yet allowed to attend the pregnant females or *clap-matches*. The purposes for which they now seek dry land are, to shed their coats, and give the new-starting crop of fine hair a chance to grow. By the first of May these objects are effected, when they again take to the ocean, and are seldom seen near the shores again until the first of July, when they appear and disappear alternately, without order or any ostensible purpose, for the period of a month; after which they are seen no more until the first of September following. During this month a herd of young seals, male and female, resort to the shore; and when they retire again to their favourite element, the wigs, or large male seals, make their appearance on the land, for the purpose of selecting a suitable spot for their rookeries, where they are to receive the *clap-matches*, or females of age. This completes the annual round of visits made to the land by fur-seals of all classes. In high northern latitudes the same process occurs in the opposite season.

I will now attempt to give a description of the sea-elephant, an animal of which the public in general have a very imperfect idea. The male of this species has a cartilaginous substance projecting forward from the nose, six or seven inches in length; and from this peculiarity has the animal derived its name, as its purpose seems to be similar to that of an elephant's proboscis. I have seen the male sea-elephant more than twenty-five feet in length, and measuring about sixteen feet around the body; whereas the female is never half that size, and in form resembles the hair-seal, which does not materially differ from the fur-animal in shape, &c.

The male sea-elephant comes on shore the latter end of August; the female late in September, or about the first of October; her purpose, of course, to be delivered of a present burden, and afterward yield to the irresistible influence of the universal passion. When the males first come on shore they are so excessively fat, that I have seen two from which might be produced a tun of oil; but after a residence of three months on the land, without food, they become, as might be expected, very lean and emaciated. About the middle of December, their young being old enough to take the water, the whole breeding-herd leave the shore, to follow where instinct leads among the hidden recesses of the deep. About the first of January the brood of the previous year come on shore to renew their coats; and in the middle of February the full-grown males and females do the same; and by the first of May they have all disappeared, both old and young.

From the fact of these animals living so long on shore without food I should infer that they can derive sustenance by absorption during this period,—consuming the substance of their own bodies. Hence their extreme emaciation at the time they return to the ocean. There

is a striking contrast between their clumsy, sluggish motions on land and their agility and sagacity in the water. Unlike the fur-seal, the sea-elephant seldom runs or fights; but when the club is aimed at his scull, or the lance at his heart, he merely raises a supplicating look to his murderer, while the tears overflow from his eyes, and then awaits the death-stroke with a martyr-like composure. But were he conscious of his own powers, or were his courage equal to them, the assailant would probably get the worst of the bargain. Unwieldy as his form appears, should he rush forward, and compel his enemy to come to close quarters, human skill could avail little against the astonishing power of his jaws, which, in the agonies of death, will literally grind the hardest stones to powder between his teeth.

It is a remarkable fact that the sea-elephant has never been seen in the water by any navigator more than thirty rods from the shore. I have seen them come up to take breath within half a cable's length of the beach; but even then they only allowed about half an inch of their nose to come above water.

As I shall shortly invite the reader's attention to my passage through the Strait of Magellan, it may not be improper in this place to offer a few remarks on the long-agitated subject of a passage round Cape Horn.

I have already said, that by hugging the western shore, the passage to the Pacific is very much shortened: I would, therefore, earnestly recommend shipmasters who intend to double Cape Horn always to pass to the westward of the Falkland Islands, which will ensure them smoother water and better weather. Experience has convinced me that the coast here, at the proper season of the year, is not more dangerous than our own coast in the fall. All navigators would be satisfied of this fact would they discard from their imaginations the horrible romances they have heard and read about Cape Horn, and judge for themselves with unprejudiced minds,—most of these nautical legends being only fit to class with the fiction of the Flying Dutchman.

I have wintered and summered off Cape Horn, and in its vicinity, but never witnessed those extraordinary gales which we so often hear spoken of; I have never encountered worse weather on this coast than is experienced every autumn and spring in a passage from New-York to Liverpool. In doubling Cape Horn, a ship may carry her royal-yards with as much ease as she can along our northern coast in the seasons before mentioned, and in the early part of winter.

In this opinion, founded on my own experience, I am sustained by the testimony of Cook, Vancouver, La Perouse, and others, including my friend Captain Weddell, whose journals are all before the public. The four gentlemen here named as circumnavigators of the globe occupy the very highest rank in nautical eminence, and require not the homely eulogium of a seaman's pen. But their journals are not "steeped in horrors;" they found nothing terrible, formidable, or even difficult, in doubling Cape Horn, or in exploring other distant regions, as others of far inferior abilities have done.

But though these contradictory reports cannot well be reconciled, they may perhaps be accounted for without imputing wilful misrepres-

sensation to any one. No two men can view the same object through the same medium, because their mental as well as physical organizations are differently constructed and arranged. Peculiar circumstances also produce powerful and lasting impressions. What would have been the report of a Patagonian or a Terra del Fuegan navigator, had he visited our coast on the 23d of September, 1815, somewhere in the vicinity of Nantucket, or at the entrance of Long Island Sound? On his return to the placid Strait of Magellan, he would have congratulated his countrymen on being placed by Providence so far beyond the reach of such a horrible tornado as he had witnessed in the most pleasant month of a northern autumn; and the horrors of doubling Montauk Point would have been the theme of many a winter's evening tale.

To some minds trivial and even common difficulties are apt to loom up into evils of enormous magnitude: how much more so when encountered for the first time, and at a vast distance from the scenes of early days! But even such persons, when once they become familiarized to danger and hardships, view every thing with a clearer, calmer, and more philosophic eye, until they are willing to confess that every part of the created universe has its uses and its beauty, and that every apparent evil is a real good. "In wisdom thou hast made them all!" "His tender mercies are over all his works."

To return from this digression. Ships bound round Cape Horn, after passing the Strait of Le Maire and Cape Good Success (a projecting point of Terra del Fuego, a little south of the strait), should steer S.S.W. half W., taking care to pass to the south and east of all the islands, should the current set to the westward, which seldom happens. If it be night, however, and the wind permit, they should steer S. by W. half W. Should they be in want of wood and water, they can obtain a supply in the Bay of Good Success, before leaving the strait. This bay, which is visible from the northern entrance of the strait, is about two miles wide, and extends into the land, westwardly, two miles and a half. It may easily be known by a peculiar mark or feature on its southern side, resembling a broad turnpike-road running into the country from the shore. The anchorage is good all over it, in from four to twelve fathoms of water, clear ground. The tide rises here about six feet, and it is high water on full and change days at a quarter past four. The flood-tide runs to the north, and about two hours longer in the strait than in the bay.

Four leagues south of this bay is the Cape of Good Success, before mentioned, terminating in a point, from which the coast suddenly turns to the westward. About forty miles from this cape, S.W. half W., is New Island, within three leagues of the shore; and seven leagues S.W. from this lies Evout's Isle. At a short distance, S. by W. from the latter, are two small low islands near to each other, called Barnevelt's; and four leagues farther, S.W. by S., is Cape Deceit.

Cape Horn, which lies nine miles farther S.S.W., may be known by a high round hill over it, which has a bold and majestic appearance, being an elevated precipitous black rock rising conspicuously above all the adjacent land. Back from the pitch of the cape, northwardly, the country is covered with woods, and inhabited by a poor, miserable,

inoffensive race of savages. The valleys and hill-sides in the neighbourhood of the cape are covered with trees, moss, and green grass ; but the summits of the hills are rough and rocky.

Nine miles north-north-east from Cape Horn is Cape Deceit, before mentioned ; a rocky point, and the most easterly of Hermit's Islands. This cape has a very deceptive appearance, and strangers should be careful not to mistake it for Cape Horn ; for such mistakes have occurred, as its name imports. The rocky islands called Barnevelt's, lying north-east-by-north from Cape Deceit, are surrounded by deep bold water ; but ships should always keep to the eastward of them, until the strait formed by Hermit's Islands and the main of Terra del Fuego has been more critically explored and surveyed. The northern entrance of this strait opens from the capacious Bay of Nassau, but I am not sufficiently acquainted with its navigation to attempt a description. I know, however, that it contains many fine harbours, sheltered from all winds. On either side of Hermit's Islands, the passage is believed to be safe ; there being deep water, and no hidden dangers.

About the first of November, northwardly winds begin to prevail in the vicinity of the cape ; and, with the exception of occasional changes, continue until the first of February. From this period until May, the wind generally blows from the south-west quarter, occasionally shifting to the north-west. From the middle of May to the first of June, easterly winds and fine weather prevail ; and from July to October, the wind varies from north to west, and round to south-east, every four or five days.

About fifty miles south-west of Cape Horn are the islands of Diego Ramirez, extending north-west and south-east, for a space of four or five miles. This cluster is composed of three principal islands, and a great many rocks above water. The centre island is the largest, but contains neither wood nor water. As I shall speak of them presently, I have merely introduced them here because the currents in their neighbourhood deserve some attention. Twenty-five miles to the south of Diego Ramirez, the current is constantly setting to the east-north-east, and north-east-by-east, about eight miles in twenty-four hours. But farther in-shore it is governed by the ebb and flood tides, which correspond to the course of the land.

In doubling Cape Horn, with the wind from the north and west, or from the east, ships bound to the Pacific Ocean should haul close round the cape, and then, if practicable, make a due west course until they are in the longitude of eighty west. If the wind continue to blow from the north, they should run as far as ninety, as they may then have the advantage of westerly winds to run to the northward, along the coast of Chili ; being careful not to approach the land until they are to the north of Valdivia.

The Cape Horn gales have already been alluded to in connexion with the exaggerated accounts which several navigators have given of them. The heaviest and most lasting of these are from south-south-west to south-by-east. They are most frequent in the summer months, and often last two or three days at a time. When the southern horizon is filled with rising clouds, heavy and white, in a blue sky, it is a sure indication of a lasting gale of wind from the south to south-

west, which often comes on very suddenly, scarcely allowing sufficient time to take in the light sails, and close-reef the topsails.

When the wind sets in from the north and east, it generally increases to a smart single-reef breeze; at which it remains, unless it hauls to the south-east, from which quarter it will blow a moderate gale, and then die away to a perfect calm. But if it haul to the north, you may depend upon two or three days of pleasant weather; until it hauls gently round to the north-west, where it will remain from twelve to eighteen hours. It will then commence raining, and finally shift gently to the south-west, when the weather will become clear.

A northerly gale likewise comes on gradually, until it blows a double or close-reef breeze, and lasts about twelve or eighteen hours, and then draws to the north-west, which brings on rain. Presently it shifts into the south-west, without relaxing its force, and continues in that point for twelve or sixteen hours, when it dies away to a perfect calm.

Such is the general course of the wind and weather in the vicinity of Cape Horn, for the season round.

The islands of Diego Ramirez, mentioned above, are in latitude $56^{\circ} 27' S.$, long. $68^{\circ} 38' 45'' W.$ They are, in fact, a cluster of barren rocks, frequented by seals of the fur kind, and various oceanic birds. The westernmost rock is the highest, and is surrounded by several small rocks, sufficiently elevated for birds and seals to resort to. These rocks are sixteen leagues from Horn Island, between which and them the passage is open, and entirely free from danger. Around these rocks the water is bold within a cable's length of them; and in clear weather a ship may safely run for them in the night, by keeping a good look-out.

West of Hermit's are Ildefonso's Islands, in latitude $55^{\circ} 50' 30'' S.$, long. $69^{\circ} 18' W.$ This is a group of rocky isles lying twenty miles distant from the nearest land. The passage between them and Diego Ramirez is thirty-five miles in width, and entirely free from danger. From Ildefonso to the entrance of Christmas Sound, the course is north-west-by-west-half-west, distant twenty-eight or thirty miles.

Christmas Sound lies to the westward of Cape Horn, about ninety-five miles. It was visited in 1774 by the celebrated Cook, who observes that it affords good anchorage in various parts. At the head of the sound is a sandy beach, with a run of fresh water. Fish are scarce here, and fowls not very abundant. There are plenty of muscles and good celery. Wood and water can be had in all the various coves and harbours. The inhabitants live on the low islands in the bay, and are a short, miserable race of savage beings. At the west entrance of Christmas Sound is a lofty promontory, called York-minster, in latitude $55^{\circ} 25' S.$, long. $69^{\circ} 58' W.$ The adjacent country, both east and west, has an inhospitable and dreary appearance. The coast is broken, and forms a chain of islands.

Ten leagues to the westward of Christmas Sound are Gilbert's Islands; and about the same distance west-north-west of them is Cape Desolation, in latitude $54^{\circ} 55' S.$, long $71^{\circ} 42' W.$ Fifteen leagues west-by-north of this cape is the entrance to St. Barbara's Channel, which leads into the Strait of Magellan. Cape Noir forms

the western point of this entrance, a dark rocky island, in latitude $54^{\circ} 31'$ S., long. $73^{\circ} 15'$ W. Three leagues south-east-by-south from this cape are the La Tour Isles; and eight leagues north-west from Cape Noir is Cape Gloucester, in latitude $54^{\circ} 6'$ S., long. $73^{\circ} 34' 30''$ W. This latter cape is high and round, having much the appearance of an island.

About sixteen leagues to the north-west of Cape Gloucester is Land-fall Island, which presents a high and rugged appearance; and between the two are many rocks and reefs, stretching about two leagues from the shore. The coast now runs north-west-by-west to Cape Deseado, between which and Land-fall Island is one chain of small islands. North of Cape Deseado is Cape Pillar, the north-west extremity of Terra del Fuego, and constituting the southern boundary of the western entrance into the Straits of Magellan.

Having thus assisted the reader in doubling Cape Horn, and piloted him fairly into the Pacific Ocean, without exposing him to a single danger, I shall now conduct him back to Staten Land, in the Atlantic; and from thence invite him to accompany me on another route to the same place; viz. through the Strait of Magellan.

April 29.—On Tuesday, the twenty-ninth of April, at six o'clock, P. M., we weighed anchor, and sailed from Staten Land, with a fine south-westerly breeze and fair weather; our course in steering for the Strait of Magellan being west-north-west. Leaving Capes St. Diego and St. Vincent on our left, we soon came abreast of St. Innes, in latitude $54^{\circ} 7'$ S., long. $66^{\circ} 58'$ W. This is a very remarkable part of the coast, from the appearance of a table-land, which mariners generally calculate to make when they are bound round Cape Horn. From Cape St. Innes to Cape St. Sebastian, the course is west-north-west-half-north, distance about twenty leagues. The shore between the two last-mentioned capes is rocky, and dangerous to approach in the night. Cape St. Sebastian is the southern boundary of a channel of the same name, which is navigable by small vessels, and runs into the Strait of Magellan. Fourteen leagues north-west from Cape St. Sebastian is Queen Catherine's Foreland, in latitude $52^{\circ} 42'$ S., long. $68^{\circ} 27'$ W. Variation per azimuth $23^{\circ} 15'$ easterly. This cape forms the southern boundary of the Atlantic entrance to the Strait of Magellan, being the north-east extremity of Terra del Fuego. Cape Virgin, the south-east point of Patagonia, forms the northern boundary of the same strait.

May 1st.—On Thursday, the first day of May, we arrived in safety at the east entrance of the Strait of Magellan. At four o'clock, P. M., we passed Queen Catherine's Foreland, with the wind at south-west, and fair weather. It may be proper to remark in this place, that thick or wet weather is very uncommon on the east coast of Patagonia. We continued to ply westwardly during the night, keeping one man constantly in the chains, heaving the lead.

May 2d.—On Friday morning, at five o'clock, A. M., we passed the narrows, with a strong tide in our favour; and at nine, P. M., we came to anchor in the harbour of Cape Negro, in five fathoms of water, clay bottom.

CHAPTER VI.

Strait of Magellan—Face of the Country—Hailed by a Troop of Patagonians—Arrival at Port Famine—History of the Place—Ledger River—Natural Productions—An Excursion into the Interior—Ruins of Philipville—Cape Froward—Indians of the Highlands described—A Visit to their Village—The Visit reciprocated—Excursion up the River Capac, accompanied by two Chiefs—Adventures in returning—Filial Affection of a Chief's Son—Character, Manners, Habits, Customs, Employments, and Dress of the Natives—Their Canoes, Arms, &c.—Their Want of Cleanliness, moral Condition, and probable Origin—Enter the Pacific Ocean.

TERRA DEL FUEGO, generally represented as one large island, is in fact composed of several islands, the cluster being separated from the continent of South America by the Strait of Magellan. The passages between these different islands are very narrow, and have never yet been explored. The interior of the largest presents a cold, dreary, cheerless, and desolate appearance; rising into rugged barren mountains, the summits of which are covered with snow. One of these is a volcano, the fires of which occasionally brighten and illumine the snows, which they can never melt.

"Here it was," says Burney, "that the sailors observed fires on the southern shores of the strait, for which reason the land on that side was called Terra del Fuego." Another writer says, "Narrow channels, strong currents, and boisterous winds render it dangerous to enter into this desolate labyrinth. The coast, which is composed of granite, lava, and basaltic rocks, is inaccessible in many places. Cataracts interrupt the stillness that reigns there; seals sport in the bays, or repose their unwieldy bodies on the sand."

Notwithstanding the cheerless and forbidding aspect of this country, it is not destitute of vegetation or inhabitants. In the valleys are to be found several sorts of trees of a large growth, which are frequented by various kinds of birds. Here, also, a rich soil of considerable depth is clothed with beautiful verdure. At the base of almost every hill is a brook of good water, having a reddish hue, but not ill tasted.

The Strait of Magellan, at its eastern entrance, is between six and seven leagues in width, and has from fifteen to fifty fathoms of water. Many vessels have passed through this strait to the Pacific Ocean, though the navigation is said to be difficult, which is not the case. There are many good harbours to be found in this passage, and anchorage under either shore, all the way through; the bottom generally good holding-ground. Within the strait the wind never blows fresh from north-north-east, round by the eastward to south-east-by-east; consequently a shelter from these points is unnecessary. Wood and water can be procured with ease, fish may be caught in great abundance, and antiscorbutic vegetables are found on both shores.

The rise of the tide at the east entrance is about sixteen feet, and about eight feet at the west entrance, running regularly each way, and not swifter than two miles an hour, excepting in the narrows, where it runs about five miles an hour. Violent gales are never experienced here from any quarter; the passage through is perfectly safe for vessels of any size, and the navigation is pleasant and easy. If the navigator have before him the latest edition of Arrowsmith's chart, he may avoid every difficulty, as there is but one dangerous impediment in the whole passage more than two cables' length from shore, that is not readily shown by the hand-lead. The danger alluded to lies about five miles north-east of the narrows, and always betrays itself by the kelp or rock-weed which rises from it above the surface of the water. Vessels must keep to the north of this shoal, and leave it under their larboard quarter.

Ships bound through this strait may run day and night by keeping the north shore on board, until they come up with Indian Sound, and then keeping the south shore on board until they reach Cape Pillar, at the west entrance, on the Pacific coast. By following these directions, they will have the advantage of the prevailing winds, and keep smooth water.

On arriving at Cape Pillar, if the wind blow from the westward, and it is thought inexpedient to put to sea, vessels may come to anchor in a perfectly safe harbour, about three miles south-east of the cape, on the shore of Terra del Fuego. The entrance to this harbour is covered by two small islands, which may be passed on either side, in twenty fathoms of water. Then double a point which runs out from the land in a north-east direction, and enter the cove behind it, which extends to the south-west and west-north-west about two miles, and come to anchor in from four to ten fathoms of water, mud and clay bottom, and sheltered from all winds.

It would be tedious to the reader, as well as to myself, to enumerate and name all the safe and commodious harbours in this noble strait. Let it suffice, that there is such a one every five or ten miles, or equally safe anchorage for ships of any size.

Magellan's Strait is about three hundred and seventy-five miles in length, from its eastern entrance on the Atlantic coast to its western entrance on the Pacific coast. But let it not be inferred from this that the continent in this vicinity is of that extent from one ocean to the other, as the course of the strait forms two sides of a nearly right-angled triangle; a third side would measure the distance across this part of the continent; say one hundred and ninety miles. Terra del Fuego, from east to west along the south shore of the strait, is about three hundred and sixty miles in length, and about one hundred and sixty in breadth, from north to south, measuring from Cape Horn to the strait. This part of the country contains a large population, especially in the vicinity of the strait.

Before I proceed any further into the strait, it may be proper to give the reader some idea of the face of the country, as the eastern and western parts are very different from each other, not only in their

aspect, but also in natural productions, as well as in the appearance and character of the natives.

I have not the least doubt that the Cordilleras, or chain of the Andes, once extended in an unbroken range to Cape Horn, and perhaps still farther south; and that earthquakes, eruptions of volcanoes, or some other convulsion of nature, have broken the chain, and thus separated Terra del Fuego from the continent; at the same time shattering the former into several smaller pieces of irregular shape. I am led to this opinion by the exact correspondence which exists in the aspect of the country on both sides the strait.

At the eastern entrance, the land is low on both sides. The island formed by St. Sebastian's channel, on the left or south side of the passage, is a wide rolling prairie—an extensive field of low land. The land on the right or north side is of a similar character, and continues so through the whole extent of Patagonia; which is, comparatively a long strip of meadow, stretching itself at the base of the Andes, and fringing the margin of the sea.

Thus from Cape Negro, where we were now lying at anchor, to the Atlantic, the land is low, undulating, and destitute of trees; while westward to the Pacific, it wears a very different aspect. Here the country begins to rise in broken ridges, which finally become rugged mountains; being evidently but smaller links of the vast Andean chain; of which Cape Froward appears to be the point of fracture, reduced by attrition to an ordinary elevation. The sides of these mountains are covered with ancient forests, while the verdant bottom lands abound with shrubbery, grass, and plants of various descriptions.

May 3d.—On Saturday morning, being at anchor in the harbour of Cape Negro, at four o'clock, A. M., we saw many of the Patagonian natives on the beach abreast of the vessel, making signs for the boats to come on shore. At five, A. M., we were making preparations to land, when a man at the mast-head discovered about two hundred of the natives on horseback, in a small valley, about a quarter of a mile from the beach. On being apprized of this fact, we declined going on shore; and at six, A. M., got under way, and steered to the south for Port Famine.

As soon as the savages perceived that we were bound to the south, they all showed themselves; being about two hundred horsemen, armed with long spears and bows and arrows, with a drove of about four hundred guanacoës. But being now under full sail, with a smart breeze from the west, I thought it inexpedient to alter our course for the sake of holding any intercourse with these copper-coloured strangers. If they desired an interview, they might easily follow us along shore to Port Famine, a distance of about fifty miles. We therefore left them to their own reflections, and kept on our course. At four, P. M., we came to anchor at Port Famine, in five fathoms of water, muddy bottom.

A brief history of this place will account for its present meager name. In the year 1581, the Spaniards selected the spot for the establishment of a colony, and brought hither about four hundred persons of both sexes to commence it. A fortress was soon erected to

protect the new colonists from the neighbouring savages, and a small town built for the families of the Spanish emigrants. This infant settlement, which was called Philipville, in honour of the then reigning monarch of Spain, was intended to command this passage to the Pacific, and their valuable possessions on the western coast of the continent; a passage round Cape Horn not being known at that period. The site was judiciously selected, being about one hundred and twenty miles from the eastern entrance of the strait, having a good harbour, with a back country susceptible of much improvement. Had not the inviting riches of Peru, Mexico, and the West Indies diverted the attention of the Spanish government from this project, it could not have failed of success, and none but Spanish ships would have been permitted to pass the strait without paying for the privilege.

Here these unfortunate settlers were left, without a sufficient stock of provisions to sustain them, until the land could be prepared and crops produced by labour and perseverance. Spaniards are proverbially indolent, and are seldom willing to work, until driven to it by necessity. Expecting to be regularly supplied from the mother country, they probably did not exert their faculties much to provide for the future. Had they been such men as are daily emigrating from the New-England states to our western wilderness, so far from suffering from famine, they would in a few years have converted this region of Patagonia into a fruitful garden, and Philipville would at this moment have been a splendid city.

About seven years after the establishment of this colony, it was visited by the celebrated English navigator Cavendish, who entered the strait in 1587. On arriving at Philipville he found the colony annihilated, only one individual out of the original four hundred being left alive! All had perished by famine, except twenty-three; who, to avoid such a horrible fate, had undertaken to explore their way through the wilderness to Rio de la Plata; and no doubt fell victims to the savage ferocity of the natives, as they were never again heard of. To perpetuate the sad fate of this colony, Cavendish called the place Port Famine, and took the unhappy survivor to England.

In this harbour, or rather in this fine capacious bay, twenty ships of the line might be moored in perfect safety, and supply themselves with wood and water with very little trouble. The bay abounds with fish of various kinds, and a plenty of birds may be had at the expense of a little powder and shot. By this means, during our whole passage through the strait, our table was daily furnished with a tempting variety; such as geese, duck, teal, snipes, plovers, race-horses, &c. embellished with wild celery, which may be gathered in any quantities. The banks of Ledger River, which empties into this bay, abreast of the anchorage, are covered with trees of various kinds, and the finest that I ever saw. Here are white-oak, red-oak, beech, and a sort of bastard cedar, which, in my opinion, would make the finest masts for line-of-battle ships that have ever yet been stepped in a kelson. Some of them are of great height, varying from five to seven feet in diameter.

In a subsequent voyage, I explored this river for about twenty-five miles from its mouth, and found the country on both sides extremely

fine; the soil being rich and mellow, and not less than eighteen inches in depth. The valleys are clothed with luxuriant verdure; the clover-fields of Pennsylvania, if suffered to go a few seasons unmowed, would alone furnish a parallel. This clover was so completely matted and entangled that it was difficult to determine its actual height; but it was certainly not less than two feet. On the banks of the river are copper, lead, and iron ore, of which I obtained specimens. Some fine wood is also found here, two kinds of which I examined. One was red, and the other a bright yellow; the grain of each very fine.

The valleys are seldom visited by the frost or snow, so that the berries are found on the bushes all the winter, without being touched by the frost. There are some streams descending to this river which would make fine mill-seats. I found the country very pleasant from Point Negro to this place; undulating in hills and dales, and covered with groves, flowers, clover, and grass of various kinds. Many of the flowers were not inferior in beauty or fragrance to those which are cultivated in our gardens. I am not, however, sufficiently acquainted with the science of botany to describe them. In short, if this land was in possession of a civilized industrious people, who well understood the theory and practice of agriculture, I have no doubt that it would become, in a very few years, one of the finest countries in the world, as the inhabitants would be far more moral and happy than if every thing grew spontaneously to their hand. We cannot know the real value of any thing unless we labour for it. This fact converts the original curse into the greatest earthly blessing.

Having passed through Magellan's Strait six times, at different seasons, and always with sufficient leisure to examine the natural productions of the country, the result of my observations is a conviction that the Spanish navigator Cordova has given a more correct description of the plants, trees, and animals on the northern border of the strait than any other writer. But he did not sufficiently penetrate into the interior, which abounds with productions that are unknown in the vicinity of the shore. It was my misfortune, however, to be destitute of scientific aid in all my researches, or I am confident that Cordova's catalogue might have been much enlarged.

We anchored in the harbour of Port Famine at four o'clock, P. M., in the afternoon of Saturday, the third of May, corresponding to the third of our November—a month distinguished in the United States by a period of mild, soft, pleasant weather, called the Indian summer. The weather at our anchorage, on Saturday evening, so forcibly reminded me of this peculiar period, that I determined to make an excursion into the country in search of valuable *die-woods* and minerals, and to see if these southern forests wore the same variegated dress in autumn as distinguishes our own at that season. I therefore selected as my companions three worthy and intelligent young men, viz. Messrs. John Simmons, William Cox, and Charles Cox, all natives of New-York, where they are yet citizens.

Having given the necessary instructions to my first officer, and ascertained that we were all well armed and equipped, we started on our expedition towards the southern extremity of the lofty Andes. Our

weapons were muskets, pistols, and cutlasses, and our provisions a week's supply of bread, as we trusted to our arms for venison and poultry; and I had never known them to deceive me, if any thing came within musket or pistol distance. We took a west-north-west course by compass, and travelled several miles without seeing such game as we considered worthy the honour of a civilized death, by powder and ball. Our vigilance, however, began to sharpen with our appetites; so that before nine o'clock we had sufficient fresh meat for a much larger party, having killed a fine deer and two guanacoës.

We now selected our quarters for the night on the bank of a fresh-water rivulet, where there was but very little underbrush; but where the forest trees grew to a great height, interweaving their thick and lofty branches so closely, that had there been a noon-day sun over our heads, we should hardly have been sensible of it. While my companions were employed in skinning our game, I was busy in building a fire; which, as there was no want of fuel, was soon large enough to have barbecued an ox. A saddle of one of the guanacoës was soon spitted and suspended, in the gipsy style, on the windward side of our flaming volcano, where we contrived to present every side to the influence of the heat until it was fit for the table. The fat, of course, was mostly wasted, except so much of it as we caught with our bread. Each of us being supplied with pepper, salt, and a good appetite, it must have been our own fault if we did not enjoy a good supper, equal to the best roast mutton I ever tasted.

After giving our dogs a share of the supper, and having piled on about two cartloads of wood, we all stretched our weary limbs and bodies by the fire, with each a bunch of dry autumnal leaves for a pillow. Thus moored, as we thought, for the night, we soon fell asleep, each with one hand on a pistol, with as much composure as if we had been in bed at the far distant homes of which we were dreaming.

We slept very soundly until about midnight, when we were suddenly alarmed by the distant barking of our dogs. In a moment every man was on his feet, with his firearms in his hands, primed and cocked. The dogs continued to bark, and the sound evidently approached nearer and nearer. A rustling noise was now heard in the underbrush. Every one was prepared for the approaching crisis, with an undaunted front, and his finger on the trigger of his musket. At this moment of anxious suspense, there suddenly appeared before us—one of our dogs, with a small gray fox in his custody, which had been surprised and captured while in the very act of approaching our fire!

After caressing and rewarding these faithful animals for their vigilance and fidelity, we again "addressed ourselves to sleep;" but in about two hours, we were again alarmed in the same manner, and with a like result, viz. another gray fox. Finding our repose thus liable to be constantly broken, we concluded to sleep no more. We therefore resumed our journey towards that stupendous range of mountains which extends through more than seventy degrees of latitude, or about four thousand three hundred miles!

May 4th.—It was now Sunday morning, and we still travelled by compass in the direction of west-north-west, as nearly as we could lay

that course ; being often compelled to deviate from it by the face of the country, interspersed with elevated ridges, watercourses, precipices, &c. This day's journey, though fatiguing, was very pleasant and interesting. Parrots, and other birds of the most beautiful plumage, surrounded us on every side (several of a species which I have never seen in the museums or the private collections of naturalists). I also examined various trees, which I have no doubt are highly valuable, some for cabinet furniture, and others for drugs, and perhaps for dyes. I regretted extremely that we had not a scientific botanist and mineralogist with us, as my own knowledge of those sciences is very limited. But I am confident there is abundance of valuable wood in this unexplored country ; and the specimens of copper, lead, and iron which I brought away with me were pronounced to be, by the late scientific Doctor Mitchill, the purest and most free from alloy of any that he had ever seen.

The interior of this country, I also discovered, abounds with some very valuable vegetables for mariners who are pursuing long voyages ; such as celery, scurvy-grass, and a variety of berries of very agreeable flavour. To this circumstance Byron imputes the healthiness of his whole ship's company, not a single person being affected with the scurvy in the slightest degree ; nor was a single individual on the sick-list from any other disorder. Among other curious trees which I examined in this excursion is the pepper-tree, or winter's bark, noticed by Commodore Byron. These grow here in great plenty, as do many others, with the nature of which I am totally unacquainted.

We continued to proceed in the same direction until ten o'clock, P. M., when we found ourselves on the eastern declivity of a mountain which ascended gradually towards the north. This we concluded to be a part of the celebrated chain before mentioned, the Cordilleras of the Andes, and judged ourselves to be now about thirty miles from the vessel, and forty-five from Cape Froward. Here we built a large fire, and made a hearty supper of venison, having killed a fat deer but a short time before. We then sought a few hours' repose ; but found it almost impossible to sleep, as the dogs were engaged the whole night among wild animals of different kinds. We therefore relinquished the hope of rest, and at two hours after midnight, began to retrace our weary steps towards Port Famine.

May 5th.—This was Monday, the fifth ; and we laboured through the underbrush and matted clover with very little intermission, in the direction of east-south-east, until noon, when we thought it expedient to take some rest and refreshment. At two, P. M., we again set forward, and reached the schooner in safety at eleven o'clock the same evening, almost exhausted with fatigue and the want of sleep. We brought on board with us, among other curiosities, several birds we had shot, of the most beautiful plumage ; but which, for want of proper preservation, we were obliged to throw overboard afterward. I believe, however, that the richest museum in the world might derive some new and valuable acquisitions from the interior of this unexplored country. Its immense resources are as yet entirely unknown, as the avenues which lead to them are still guarded by the dragons of traditionary fable.

May 6th.—Having recruited our strength and spirits by sleep and refreshment, we again went on shore, and examined the ancient ruins of Philipville. During the day we also shot several otters, and saw many of the Fuegian natives on the opposite shore. We likewise visited the fort which had been erected to protect the Spanish colony from the natives, and to command the strait. It appeared to be but little decayed, considering the length of time it had been abandoned. This fortress was built only eighty years after the first discovery of the American continent by Columbus; and a very little labour would now restore it to its original condition, and render it an effective protection against any attacks which the natives could make. The ruins of the town bear much stronger marks of the withering touch of time. The remains of some stone edifices are yet visible; but the walls have generally crumbled into complete decay. After examining this part of the country to our satisfaction, and inspecting a number of wigwams of a conical form, which the natives had recently deserted, apparently from fear of hostilities on our part, we prepared to leave Port Famine, and double the cape which forms the centre angle of the strait, and the most southern extremity of the continent.

May 7th.—On Wednesday, the seventh, at five o'clock, A. M., we again got under way, and steered to the south, with the wind from west-north-west, and a light rain. At ten, A. M., we passed Cape Froward, and changed our course, first to west, then to west-north-west, which is that of the strait from this cape to the Pacific Ocean. In passing this angle of the strait, we saw many of the natives on the shore, apparently just landed or landing from a fishing excursion. But no sooner did they see our vessel than they abandoned their canoes, and all started for a neighbouring wood, where they remained until we had doubled the cape, and left it behind off our starboard quarter. These Indians are a distinct race from the Patagonians, as will appear presently.

This unexpected timidity on their part led me to suspect that they had lately experienced foul play from some *civilized, Christian* navigator, who, conscious of physical power, had forgotten humanity, and perhaps justice. I therefore came to the resolution of opening an intercourse with the next tribe I fell in with; and, if possible, of inspiring them with confidence towards foreigners and strangers.

May 8th.—On Thursday, the eighth, we continued our course towards the Pacific, nearly in a west-north-west direction, passing York Road and some very picturesque scenery on the northern shore, resembling the Highlands of the Hudson. At eleven o'clock, P. M., we came to anchor at the mouth of Indian Sound, where a vast number of the natives were fishing by torch-light. From attendant circumstances I concluded that we were now near the location of an extensive tribe. In order that we might not alarm them, I had the vessel moored with as little noise as possible, while the binacle-lights were promptly extinguished. We had anchored in four fathoms of water, with clay bottom, and with such precaution that the natives continued their vocation, totally unconscious of our proximity, until after midnight. Our watch on deck consisted of one-half the crew at a time, every man

well armed and prepared for any contingency ; but with orders never to act, except on the defensive.

At four o'clock, A. M., I ordered the boats to be lowered, manned, and armed. In a few minutes afterward we started for the Indian village within the sound. After pulling round the point which covers its entrance, and opening a beautiful valley, we discovered the village within one hundred and fifty yards of the boats. In a moment after, we saw about four hundred dogs rushing towards us, while the natives were seen flying from their huts, men, women, and children, apparently in a paroxysm of alarm.

As my object was to conciliate this inoffensive people, we paused in our progress, and lay off on our oars ; making amicable signs for the natives to lay down their weapons, bows and arrows, which they did without hesitation. I then pulled in to the shore, and landed a short distance from the Indians ; and by signs invited six of them to meet me. This they also did, with evident willingness. After giving them a friendly and even cordial reception, which inspired them with renewed confidence, I invited them to enter one of my boats, while I advanced and saluted their friends. This request they complied with, but with some reluctance ; when I ordered the boats to haul off, and lay about the fourth of a mile from the shore.

Having thus secured a sufficient number of hostages for my personal safety, I advanced along the beach to have an interview with the whole tribe, consisting of about two thousand, of both sexes and all ages, by whom I was received in the most amicable manner. They took me to their wigwams, and showed me every mark of hospitality in their power. I remained on shore with them about two hours ; a part of which time I spent in examining their habitations and mode of living, and the remainder in shooting birds at some distance in the woods.

At length the natives began to evince some symptoms of uneasiness respecting the fate of their friends and countrymen in my boat. On perceiving this, I promptly repaired to the shore, and ordered the boat to pull in. The moment she reached the beach the six Indians leaped on shore, apparently rejoicing at their safe deliverance. I then entered the boat, and invited the one whom I supposed to be the chief of the tribe to accompany me to the vessel. To this proposition, however, he would not accede, until I ordered one of my men to jump on shore, and run up to the village, to show them how much we relied on their fidelity. On seeing this, the chief instantly appreciated the motive, and stepped into the boat, with a confidence that bespoke intellect and feeling. In a few minutes we were on board the *Wasp*, where we found a warm breakfast prepared, awaiting the return of the boats.

This chief appeared to be a man of amiable disposition, and considerable mind, the evidences of which were legibly written in his countenance. As soon as he found himself on the deck of the schooner, he looked around him with an expression of strong curiosity, not unmingled with surprise, and in some instances astonishment. These sentiments were still more forcibly expressed when I conducted him to the cabin, and invited him to take a seat at the breakfast table. He examined every thing as if he wished to become acquainted with its

nature, principles, causes, and effects ; so that I set him down for an Indian philosopher. He seemed to combine the spirit of deep investigation with the childish simplicity of the untutored Indian.

At table he evinced a degree of diffidence, and even delicacy, which is not common in the savage character. He seemed to relish our food, however, and showed a particular partiality for molasses and sugar. After breakfast we took him on shore, and restored him to his anxious family and subjects, who received him with the loudest demonstrations of pleasure.

May 9th.—This afternoon we were visited by a great number of the natives in canoes. As soon as they had approached within hearing, they commenced singing in a plaintive strain, accompanied with a variety of gestures, which I afterward learned were symbolical tokens of friendship. When they had come within a few yards of the vessel they ceased paddling, and appeared to be waiting for some encouragement to advance. I therefore made signs for them to come on board. These signs were either misconstrued or else they wanted more time to examine the exterior of the schooner before they ventured on board. From their manœuvres, inspection, gestures, and consultations, it appeared to me as if they were doubtful whether the Wasp was actually a big canoe or a monster of the deep.

After paddling round the vessel, and critically examining her fore and aft, some of them approached her on the larboard side, and two of the men at length ventured to come on board. I received them in the most friendly manner, and invited them to partake of such provisions as we had at hand—beef, pork, potatoes, and bread, to which I helped them plentifully. They readily partook of the beef, and appeared so extravagantly fond of the potatoes that I regretted I had not a larger supply, having only a limited quantity on board as a preventive of the scurvy. The pork they promptly rejected, and scarcely tasted of the bread. This circumstance might lend some support to an hypothesis lately advanced, and sustained with considerable ability, that the aborigines of America are descendants of the lost tribes of Israel.

As many of their canoes were now alongside I distributed food and some trifling presents to all of them. As they appeared to set a peculiar value on scraps of iron, or any article made of that material, I contrived to supply every one with a piece of an old hoop, a broken hinge, a crooked pump-bolt, or a rusty spike ; while to the females I gave each a string of beads. They seemed much delighted with my apparent liberality, and frequently pointed upwards as they mumbled over a few unintelligible words, among which I could distinguish one which sounded like *Setedos*, which I afterward understood to signify the Deity.

Previous to their departure, the chief, whose name was Cheleule, made a short speech to his subjects, who immediately responded to it in a kind of chorus, or devotional anthem, in which they often repeated the word *Setedos*, at the same time pointing to heaven with much apparent awe and reverence. When this ceremony was finished they all paddled for the shore, and repaired to their wigwams in the village, which was about three-quarters of a mile from the vessel.

May 10th.—This day about fifteen hundred of the natives came alongside, men, women, and children; and now that they had acquired confidence in our amicable intentions, they became amusing and interesting. I permitted them all to come on board by turns, and partake of that hospitality which had so delighted their friends the preceding day. Previous to their departure I succeeded in making Cheleule understand that I was going up to the head of the sound with two boats on the following morning, in search of die-woods; and wished him, with three or four of his tribe, to accompany me. To this proposition he readily assented, and took his leave.

May 11th.—This morning our boats were lowered, and prepared for a week's cruise. A brass swivel with plenty of ammunition was placed in each of them, together with a due number of muskets, pistols, and lances. I selected ten men for our contemplated excursion, who were armed with cutlasses. When every thing was ready, my first officer having received his instructions respecting his deportment to the natives during our absence, we left the vessel and pulled for the village. The chief, Cheleule, was awaiting our arrival on the beach with four of his people: I immediately requested him to leave orders with his tribe for no one to go off to the vessel until we returned. With this request he readily complied, and his orders were strictly obeyed, for not a single canoe approached the Wasp during our absence.

Having received these honest savages on board our boats, we put on the sails, and at 5, A. M., steered for the head of the sound, in a west-north-west direction, with the wind from south-west, and clear weather. Although we passed along the shore very rapidly, I was enabled to perceive that the soil was rich, and the country very fine. The farther we advanced up the lagoon the heavier we found the timber, and the thicker the grass. In fact, the more I saw of this part of the continent the better I liked it, and the firmer became my conviction that there are few finer countries in the world.

At 12 o'clock we partook of a cold dinner with excellent appetites; and as we had now a leading wind, and were going at the rate of about seven miles an hour, I concluded not to stop until night, as there were no indications of the head of the bay being near at hand. In the evening my savage friend Cheleule informed me that a very large tribe of natives was located about ten miles farther; and therefore he thought it would be best to land at a spot he pointed out, and encamp for the night. I immediately adopted the suggestion, and steered "for the point proposed."

At 9, P. M., we landed in a beautiful valley, covered with verdure, and interspersed with groves, meadows, and other rural scenery of the most picturesque description. I judged that we were now about eighty miles from the vessel; the southern extremity of the Cordilleras was far to the eastward of us, and other indications bore testimony that we were fanned by airs from the Pacific Ocean.

It being low water when we landed, we found an abundance of muscles and clams, and caught about two hundred fine mullet at the mouth of a small fresh-water river a few rods from the boats. Our four natives soon had a fire kindled, while the sailors were employed in fell-

ing some red-wood trees, they being the best fuel-timber that grows. The heat it produced was so intense that we could scarcely approach the fire near enough to cook our suppers, which was done by boiling about two barrels of clams and muscles, and frying a quantity of the mullet.

About 11, P. M., we all turned in, or, more correctly, lay *down* by the fire, keeping one man on the look-out through the night. At daylight I was awakened by Cheleule, who gave me to understand that it was time to be moving. Every man was soon on his feet, when we found a warm breakfast ready prepared for us by the sailor who had the morning watch. As soon as this agreeable duty had been properly performed, we re-embarked in our boats, and again proceeded on our north-westerly course.

May 12th.—At 11, A. M., we had arrived at the head of the bay, or salt-water lagoon, and were now about one hundred miles from the vessel, on nearly a west-by-north course for eighty miles, and north-west-by-west for twenty miles. Here we found a tribe of Indians comprising about four thousand souls, men, women, and children, in a village situated in a very extensive valley on the west bank of a river called by the natives Capac. This river extends into the country about seventy-five miles in a northerly direction, and it was my intention to ascend it as far as practicable, in search of die-woods.

We were favourably received and hospitably treated by the chief and people of this powerful tribe of natives, and as soon as the usual ceremonies of introduction were over, Cheleule prevailed on the chief, whose name was Calexchem, to accompany us up the river; he accordingly took a seat in my boat, and at 1, P. M., we were all ready for a start, with a fresh breeze from south-south-west, attended with a light rain. As we proceeded we carefully examined both banks of the river for the purpose of finding die-stuffs.

After ascending this river about twenty miles, against a strong freshet, we landed at 7, P. M., for the purpose of taking up our lodgings for the night in the skirts of a pleasant valley which extended to the river. Here we pitched our tent—fire and supper followed in the usual style of exploring parties; after which each man gathered from the trees as much moss as would serve for a pillow, and then stretched himself by the fire, on which we had placed a plenty of fuel, to keep the tenants of the forest at a respectful distance.

About daylight we were alarmed by the roaring of some wild beast, which the natives called faiche-ani, and which we afterward discovered was the South American lion. After daylight we saw many droves of guanacoes and deer; and by 8, A. M., we had shot seven gray foxes and four deer, the flesh of which was not unacceptable after our previous lent on clams and mullet. We now resumed our search for die-woods, but could discover nothing but inferior kinds of fustic and red-wood, some specimens of which I caused to be conveyed to the boats.

May 13th.—At 9, A. M., being convinced that any further attempts to discover valuable die-woods on the banks of this river would prove fruitless, we gave up the pursuit, and embarked in our boats to return to the vessel. We descended the river leisurely, gliding down with the

current, and stopping occasionally in some beautiful valley or variegated grove, to shoot foxes, birds, and deer. We arrived at Calexchem's village at about seven in the evening; and, after landing the old chief, with many thanks and some trifling presents, we proceeded about ten miles down the bay; when at 10, P. M., we landed near the mouth of a fresh-water river on the north shore.

After cooking part of our venison, and making some bread coffee, we all partook of a hearty supper. As it was now raining severely, we were obliged to pitch our tent, which was never done in fair weather. About midnight the watch was set, and the rest turned in, soon forgetting their fatigues and wet jackets in dreams of home, and those rural scenes which smiling May was at this moment decorating in all the charms of nature, at the distance of six thousand miles from the sleepers.

May 14th.—At daylight I found the wind blowing a strong breeze from the south-east, and as we could make but little headway in pulling to windward with the tide against us, I ordered the men to prepare themselves for hunting; and after breakfast we all started in pursuit of game of any kind that could be found. It was 5, P. M., when we returned, having strayed many miles into the country; and the result of our sport was five deer, three foxes, and a number of birds of different kinds. During this excursion I paid more attention to the qualities of timber than to the duties of a sportsman. I found the same kinds of trees here that I examined at Port Famine, and the wild-celery, scurvy-grass, &c. were shooting into seed in almost every direction. What marks of Divine wisdom are to be seen in every thing! The bane and antidote, if not placed side by side, are generally found within hailing distance. High southern latitudes are thought to produce the scurvy on board of ships, and the same latitudes produce on land the best possible antidotes to the disease, in the greatest abundance.

Our sportsmen were all fatigued and hungry, and therefore enjoyed a good supper and a night's repose with the greater zest. At 2, A. M., I found that the wind had changed to the westward, and produced fair weather; I therefore called upon all hands to turn out, and prepare for a cruise towards the entrance of the sound.

May 15th.—At 3, A. M., the tent was struck, the remainder of our game put on board the boats, and every thing in readiness for a start. We passed down the north shore with a gentle breeze from the westward, frequently landing in some charming valley or waving forest, to enjoy the scene and search for die-woods, but always without success. We reached the Wasp at 9, P. M., finding every thing in the same order as when we left it. I kept our friend Cheleule and his companions on board during the night; and the next morning, after giving them a good breakfast, and many little presents of high value in their estimation, I set them on shore at 8, A. M., where Cheleule was received by his people with the strongest demonstrations of joy. On taking leave of the old chief I expressed a wish to take one of his sons with me to the United States, promising to bring him back again in about two years. The father consented without hesitation, and presented me one of his

boys on the spot, who seemed much rejoiced on the occasion, and after receiving the farewell embraces of his parents, went on board with the most cheerful alacrity. I immediately had him clothed, and he expressed much satisfaction in being placed under my care and protection.

It being now calm, we could not get under way, and the consequence was that we had a great number of visitors to see and take leave of my young savage protégé. This appeared to affect him, and he evinced more sensibility on the occasion than I had anticipated, as the savage character has never been distinguished for a vivid expression of feeling.

May 16th.—At 7, A. M., a light breeze sprang up from the west-south-west, when we immediately got under way, and commenced plying to the south-west, to get hold of the Fuegian shore. Before we had proceeded far, the mother of young Cheleule came alongside to take a final leave of her darling boy. This was too much for the poor fellow: he burst into a paroxysm of tears as soon as his mother left the vessel, and earnestly begged me to let him go on shore with her. Perceiving this to be the wish of both, and that they were much affected, I recalled the old woman, and restored her son to her, which rendered both of them extremely happy. As a testimony of his gratitude the youth begged me to accept of his dog, which he set great store by, it being a present from his father. This dog was remarkable for his cunning and sagacity, resembling a fox both in form and disposition. The head, in particular, bespeaks its relationship to that animal. It is a little larger than our terrier, and is the only canine breed that I saw among these natives.

The dress of this people, which is the same in both sexes, is formed of the skins of the sea-otter, guanaco, fox, deer, or seal, sewed together with the animal's sinews, entrails, or thongs cut from the skins, in the form of a blanket. This is thrown over the shoulders, and tied under the chin; the lower part being wrapped round the body like a cloak. Both sexes paint their faces in such a manner as to give them a hideous expression, and yet I scarcely saw two of them alike. Some were painted red, with a large black circle round each eye; others were distinguished by horizontal streaks across the face of alternate black and white. However grotesque they appeared to us, they evidently prided themselves on this display of fashion and taste. Every one of them with whom I had any intercourse, was as ready to give as to receive trifling presents, if I expressed a wish to that effect. From these mutual kindnesses, however, they very soon caught the idea of *quid pro quo*, and became adepts in the science of trade. But I never detected one of them in the act of stealing to the value of a nail, either from the vessel or the boats; nor did I see or hear of a single quarrel or contention among themselves.

Their canoes display much ingenuity and mechanical contrivance. They are constructed of bark peeled from the entire trunk of a large tree resembling our white birch, which grows here in great abundance. Three such pieces will form an entire canoe, from twelve to eighteen feet in length, two feet in depth, and two feet six inches in breadth at the centre, or widest part. One piece forms the bottom, and two the

sides, neatly sewed together with leather thongs or the sinews of animals. The ribs are generally made of slender branches or saplings, split in the centre as coopers do their hoop-poles. These are bent into a semicircle with the flat side outwards, and fastened to the inside of the canoe, which is thus kept distended to its proper shape, and rendered sufficiently strong. The gunwales are formed of the same material, sewed on in the same manner.

Each of these boats is commonly divided into six distinct compartments: viz. the first contains their fishing tackle and apparatus; the second is occupied by the women, who handle the forward paddles; the third is their fireplace, having a hearth of sand; the fourth is the well-room, or place for bailing; the fifth contains the men, who ply the stern paddles; and the sixth is the place where their spears, bows and arrows, &c. are carefully deposited. In the management of these frail barks, skill and dexterity are more requisite than physical strength; and yet they are made to ply to windward at a surprising rate. Some of them are made more square, but are not so easily managed, nor do they move so swiftly.

Besides the weapons already mentioned, the sling is much used by this people, and with such effect, that the descendants of Benjamin ought no longer to boast of their left-handed progenitors. It is made of the sea-otter's skin, of the usual form, and nearly three feet in length. Their spear-heads are made of hard bone, about six inches long, well pointed, with a barb on each side about three inches from the point. These are attached to straight poles, smoothly finished, and about twelve feet in length. This weapon, which they use in taking seals and sea-otters, is thrown, like the ancient javelin, from a level with the eye, duly balanced in the right hand, and seldom fails of its intended effect. Their bows are made of an elastic wood, which is hard and susceptible of a high polish. They are generally about four feet in length, strung with slips of the otter-skin or plaited sinews. The arrows are made of finely polished wood of great hardness, pointed with a sharp flint of triangular shape, and are about three feet in length.

The arms of these Indians, however, are no certain indication of their being a warlike people; my own impression is decidedly that they are not, their habits and manners being timid and pacific. The weapons just described are rather their tools of trade by which they procure a livelihood, the flood and the forest being their principal resources for food, which generally consists of shellfish, seal flesh and blubber, sea-otters, shags, and a few wild animals that inhabit the forests, as I have before mentioned. They keep their game until it is nearly putrid before they eat it.

Their natural complexion is a pale yellow, inclining to copper-colour, as can easily be ascertained by those parts of their bodies which are not daubed over with paints of different colours. I found no difficulty in conversing with them by signs, though whenever they were at a loss for my meaning, they invariably imitated my motions and repeated my words, which rendered our intercourse somewhat tedious. It must be admitted that they are sadly deficient in the virtue of personal cleanliness; but not so "horribly offensive and loathsome" as

has been represented by Cordova and others. In almost every respect, however, they are a race of people far inferior to the Patagonians, and not much less degraded than the natives of Terra del Fuego, whom all navigators unite in pronouncing the most wretched race of mortals on earth.

Though the women are of much smaller size than the men, the former are compelled to do all the labour and drudgery. They build the wigwams, gather the shellfish, paddle the canoes, &c., while the men either sit at their ease, or enjoy the pleasures of the chase. The men, however, occasionally evince considerable fondness for their wives and children. On the whole, I became somewhat interested in this apparently wretched race, especially when I reflected on the probability of their ancestors having been driven from more genial climes to this mountainous region by the barbarity of strangers, who professed to be patterns for the human race in civilization and religion. If such be the fact, I wish these poor Indians might be informed that the iniquity of their invaders has been severely visited on their own children, until most of them, at the present moment, are more indolent, quite as filthy, almost as ignorant, and far less innocent than the natives of Magellan's Strait. Who shall say that the latter are not as much in the keeping of the Deity as the former?

May 17th.—We left Indian Sound on Friday, the 16th, at seven o'clock, A. M., as before stated, and laid our course across the strait towards the Land of Fire. On the following day, at seven, P. M., we were close in with the southern shore, when the wind hauled round to the south-south-west. Having relinquished the hope of finding any die-woods in this strait, although there are other woods of great value, I concluded to make the best of our way to the Pacific Ocean. We had now a fine breeze off-shore, and light snow-squalls during the night. At daylight we were about five miles to the eastward of Cape Pillar, which forms the north-western extremity of Terra del Fuego, in the Pacific Ocean.

May 18th.—At one o'clock, P. M., we landed on the Four Evangelists, where we took one hundred and twenty-seven fur-seals. At six, P. M., we were fairly clear of the strait, and floating on the bosom of that immense ocean which stretches between America and Asia in one direction, and the antarctic circle and Beehring's Strait in another. We now commenced examining the Pacific coast to the north of Cape Victory, which is the northern boundary of the western entrance of Magellan's Strait. I have already stated that the southern boundary of this entrance is Cape Pillar, lying south-south-east from Cape Victory, distant eight leagues. About midway between these two capes are four small islands, or rocks, called the Four Evangelists, just mentioned. Three of these are low, but the fourth is moderately high, in appearance resembling a hay-stack. These islands lie in lat. $52^{\circ} 34' S.$, long. $75^{\circ} 8' W.$ The passages between them and the last-mentioned capes are easy and free from danger. Variation per azimuth $23^{\circ} 47'$ easterly. Cape Victory is in lat. $52^{\circ} 24' S.$, long. $75^{\circ} 3' W.$

CHAPTER VII.

Commence surveying the Western Coast of South America—Capes St. Isabel and St. Lucia—Strait of Conception—Cape St. Jago—St. Martin's Island—Byers's Strait—Island of Madre de Dios—Capes Three Points and Corso—Campana Channel and Island—Port St. Barbara—Cape Nixon—Guayaneco Islands—Interview with a tribe of Indians called the Caucaes—A brief Description of these Natives—The Fourth of July—The Wasp in a perilous Situation on a Rock—Damages repaired—Anchors converted into Rudder Irons—Set Sail for Mocha Island—Obtain fresh Provisions—Island of Santa Maria.

FROM Cape Victory, about thirty-five miles, on a north-west-half-north course, lies Cape Isabel; and eight miles beyond that, on a north-west-half-west course, is a point of land forming the north boundary of a strait which penetrates eastwardly through an archipelago of small islands, which have never been accurately surveyed. We continued following the coast, or rather the western shores of a chain of islands forming the Gulf of Trinidad, which unites with Magellan's Strait at Cape Tamer. Our boats were constantly close in shore, searching every mile of the coast for seals, and ascertaining the character of the shores, depth of water, &c. There were very few fur seals to be found, however.

May 26th.—At two, P. M., we arrived at Cape St. Lucia, in lat. $51^{\circ} 25'$ S., long. $75^{\circ} 33'$ W. In the direction of north-north-west-half-west from this cape lies St. Jago, a point of land forming the southern extremity of St. Martin's Island, lat. $50^{\circ} 53'$ S., long. $75^{\circ} 35'$ W. Between this and St. Lucia is a numerous cluster of islands, with deep water all around them. There are many reefs and sunken rocks on the seaboard, and also among these islands, but their presence is always indicated by kelp, or rock-weed, which gives sufficient warning. They afford many excellent harbours, and ships may sail among them in the daytime with perfect safety, only taking care to steer clear of the kelp. They also furnish wood and water in abundance, and their shores are much frequented by hair-seals. For repairing vessels they furnish every facility, as timber of almost any description can be had here with very little trouble, and the natives seldom visit these islands. Ships may pass from Magellan's Strait within all these islands by entering the sound at Cape Tamer, and they will find a safe and easy passage to the Gulf of Trinidad, a distance of seventy leagues, all the way sheltered from the sea by the unbroken chain of islands which gem this part of the coast, and prevent the surge from the Pacific reaching the shore of the continent. The country on both sides of this sound is covered with the finest ship-timber in the world, and the soil is capable of producing any thing congenial to the climate. The shores are frequented by sea otters, while the valleys, plains, and forests abound with deer, guanacoes,

foxes, and a number of other quadrupeds of different species. The groves are tenanted by a great variety of birds of the most beautiful plumage, and the gently undulating plains are clothed with a rich verdure, gayly enamelled with a variety of flowers.

June 2d.—We arrived at Byers's Strait (so called in honour of one of our owners), which separates the island of St. Martin from that of La Madre de Dios. A ship of any size may pass through this strait with ease and safety, as it is clear of danger. On the north shore are two fine harbours, and there is another which is very commodious on the south-east part of the island of St. Martin, about five miles from Cape St. Jago. By following the eastern shore of St. Jago, which runs in a north-east direction, this port is easily found. The entrance is plain, and the course of the channel is north-west for about two miles, forming a circular basin completely land-locked by a few small islands at its entrance. The depth of water in going in is ten fathoms; and within the basin from five to fifteen fathoms, mud and clay bottom. Both water and wood can be procured here with the greatest ease, and a ship may heave-out with perfect safety on the west side of the basin.

June 12th.—On leaving the little strait of Byers, we proceeded to examine the western shore of the island La Madre de Dios, keeping the boats along-shore for that express purpose, until we arrived at Cape Three Points, in lat. $49^{\circ} 48' S.$, long. $75^{\circ} 50' W.$ This was on Thursday, the 12th of June. Here we found the variation $19^{\circ} 56'$ easterly, per azimuth.

About twenty miles north-by-west-half-west from Cape Three Points is Cape Corso, projecting from the continent, and between these two capes is the entrance to the Gulf of Trinidad. On the north and south sides of the cape last named are several excellent harbours, and within the gulf, about fifteen miles south-east of Cape Corso, is one of the finest I have ever seen, running into the mainland, and sheltered by a small round island, of moderate elevation, which lies in front of the entrance. A ship may pass on either side of this island within a cable's length, and then choose her own anchorage either on the east or west side of the basin, in from four to twenty fathoms of water, clay bottom.

The harbour on the north side of Cape Corso is about eighteen miles from its point, in the direction of north-north-east-half-east, being a spacious bay, sheltered from all winds, and sufficiently capacious to moor one hundred ships of the line. The depth of water at its entrance is forty fathoms; but on the west and south-west side of the bay are found from five to twenty fathoms, sand and mud bottom.

The island of La Madre de Dios, of which Cape Three Points is the north-western extremity, terminates that chain of islands which forms the Sound or Gulf of Trinidad; that extensive channel or strait which, as before stated, runs in a southerly direction to the Strait of Magellan, with which it unites at Cape Tamer. Its northern entrance is between Cape Corso on the main, and Cape Three Points on the island of La Madre de Dios. This passage, throughout, abounds with good harbours and excellent places of shelter. Its eastern side, which

is the continental shore, skirts a fine fertile country, not destitute of inhabitants; but I believe it has never been visited with reference to commercial objects.

June 20th.—Having critically inspected the main coast on the north side of Cape Corso, in the Campana Channel, we landed on the island of Campana on Friday, the 20th of June, at four, P. M. After taking a few fur-seals on the south cape of this island, we proceeded along its western shore, keeping the boats abreast of the vessel, close in to the land, searching occasionally for fur-seals, of which we discovered very few.

June 26th.—On Thursday we arrived at Port St. Barbara, on the extreme north point of Campana Island. This is a safe and convenient harbour, without the least danger or difficulty in entering, as you carry in seven fathoms of water, and anchor in from three to nine; the bottom consisting of mud, sand, and clay. The lagoon runs in south-half-west, about four miles, and the west side affords the best anchorage. The entrance of this port is in lat. $48^{\circ} 7' S.$, long. $75^{\circ} 8' W.$; variation per azimuth $18^{\circ} 24'$ easterly.

The extreme south point of this island, where we first landed, is called Cape M^cIntyre; and twelve leagues farther north is Cape Nixon, which we so named in honour of two of our owners. It has a bold bluff shore of ragged rocks, bearing north-west-by-north from the former. The course from Cape Nixon to Cape St. Barbara is north-half-west.

Seventeen leagues north of the last-mentioned cape are the Guayaneco Islands; a group, of which the north point is in lat. $47^{\circ} 31' S.$, long. $75^{\circ} 4' W.$ The course from St. Barbara, north-by-west, distant about twelve leagues. Among this cluster are many fine harbours; the land is low, and very fertile, clothed with heavy timber, grass, clover, &c. The islands which form the north part of this group are much frequented by hair-seals. A variety of scale and shell-fish also may be had here with more sport than labour.

On one of these islands we had an interview with the Caucaes tribe, who had come hither from the continent on a fishing excursion. These Indians have a very dark, swarthy complexion, are of middling stature, and extremely courteous in their demeanour to strangers. Their dress and general appearance are similar to those of the Poyas, a number of whom we saw at a distance in the Gulf of Trinidad, and whose location is on the continent, in lat. $50^{\circ} 0' S.$ We also saw, under similar circumstances, at Cape Corso, some of the Huilles, who reside in about the forty-eighth degree of south latitude. These three distinct tribes, I have no doubt, have all descended from one common stock,—their dress, canoes, and occupations being the same.

With the character, manners, customs, and habits of the Caucaes we had a better opportunity of becoming acquainted. Their dress is made of the same materials as that of the Indians on the Strait of Magellan; but the shape of it is more in the fashion of the eastern Patagonians. The skins are sewed together in the form of a large square blanket, in the centre of which is a hole just large enough for the head to pass through. This cloak or mantle they call *poncho*.

Their noses are flat, and their eyes deeply sunk into their heads, as if shrinking from the smoke in which they live and breathe for more than half the year. Their hair is long, coarse, and black, hanging down over their shoulders, and partially covering their faces. As usual among savages, the women perform all the labour, which consists principally in diving for sea-eggs, and cooking the same for the lazy men, for whom they also make clothing and erect wigwams.

The women are very expert divers, and take the water in a depth of from two to four fathoms. There are commonly five or six of them in one canoe when engaged in these fishing parties. When they have paddled to a spot where the sea-eggs are plenty, one of them takes a basket in her hand and dives to the bottom, where she sometimes remains an astonishing length of time. When her basket is filled, she rises to the surface, deposits her prize in the canoe, and descends again in the same manner five or six times: after which she resumes her place in the canoe, while one of her companions in her turn performs the same feat; and so on, one after another, until each one has performed her share of the labour.

When their canoe is sufficiently well freighted, they paddle to the shore, discharge their cargo, haul up their boats, and wash them out, before they attempt to approach the fire, where their indolent husbands are all this time seated, toasting their shins. When it is recollected that we saw all this performed in the month of June, in the middle of a southern winter, in a high latitude, the reader will naturally conclude that these females are not very tenderly treated by the sex whom Heaven intended for their protectors.

June 30th.—On Monday, the 30th, we anchored on the north-east side of the Guayaneco Islands, in a very fine harbour, sheltered from all winds, and affording a depth of water from fifteen to four fathoms,—mud and clay bottom. This we called Byers's Harbour, in honour of James Byers, Esq., of New-York, one of the owners of the Wasp.

This day was the anniversary of our leaving New-York; one year having elapsed, and our voyage not yet half-accomplished. In all this period we had not received a word of intelligence from home, not having spoken a single vessel from the United States.

July 1st.—On Tuesday, the 1st day of July, I sent the boats to examine the shores around the Gulf of Penas, with orders to follow the coast as far as the isthmus of Ofqui, and there remain until they saw the vessel. On the two following days the wind was light, attended with much rain.

July 4th.—On Friday, the 4th, the weather cleared off, and after firing a salute under the star-spangled banner in honour of the day, we got under way at one P. M., and steered to the north-east, with the wind from west-north-west, in search of the boats. At six P. M. the wind began to blow fresh, attended with light rain. Seeing nothing of the boats, and the weather having every appearance of an approaching gale, I determined on making a harbour if possible, as it was not safe to venture cruising about among the numerous rocks and shoals at the head of the bay in a dark and stormy night. Having, before the weather came on thick, observed an opening in the land at

the head of the bay, I had the precaution to take the bearings of it, and shaped my course for its entrance, keeping a man in each of the main chains with hand-leads, and orders to throw as fast as possible.

When we approached the entrance of the lagoon I stationed myself at the mast-head to look out for sunken rocks. At eight P. M. we had entered the chops of the harbour, running under easy sail, and finding no bottom with fifteen fathoms of line. I could see the appearance of a fine haven bending in to the north, and no danger in sight. But just as we were doubling round the north point, in tolerably smooth water, the vessel struck on a rock in the middle of the passage, and the shock of the concussion had nearly precipitated me from the mast-head.

Thus brought up, all standing, in such a place and on such a night, I instantly perceived that the situation of the little Wasp was not the most enviable in the world. By the time that I had reached the deck, and the sails were lowered, I found that the swell, which was heaving into the harbour, had nearly hove the vessel over the rock. On sounding over the bows I found six fathoms of water, but on going aft I discovered that the rudder was unhung.

We immediately proceeded to carry out an anchor with the small stern boat, and fifty fathoms of cable; but on heaving at the windlass a few minutes, it was evident that the anchor came home. We therefore ceased heaving, and carried out a second anchor, with seventy fathoms of cable. Both cables were then taken to the windlass, and after heaving for about fifteen minutes the vessel slid over the rock; and when we had hove her to her anchors, we found twenty-five fathoms of water under her stern. Having raised the best bower to the bows, and hove the small bower short apeak, we set the foresail and jib, then tripped the anchor, and in a short time were safely moored in seven fathoms of water, clay ground, and sheltered from all winds.

At four A. M. we got the rudder on deck, and found that both pintles were broken off close to the timber; but ascertaining, at daylight, that the gudgeons were uninjured, we prepared to fit new pintles to the rudder. This we effected by taking two boat-anchors, and cutting one fluke from each, and the palm from the remaining fluke. The ring-end was then severed from each shank; and the latter, after boring for the purpose, was driven into the rudder, with the palmless fluke pointing downwards, as a substitute for a pintle. These were then shipped into the copper gudgeons on the stern-post, where they traversed with ease and accuracy.

July 5th.—The foregoing process of supplying rudder pintles was not the work of a moment—it being about five o'clock P. M. before the rudder was restored to its original position, and the pintles properly shipped in the gudgeons; where, to all appearance, every part was as strong as ever. By this time the wind had hauled to the west-south-west, and blew a smart gale, which continued for two days.

July 13th.—On Tuesday, the 8th, the wind died away to a perfect calm, with pleasant weather, and so continued for nearly two days longer. We then took a light breeze from the south, and resumed our

search for the boats, which we fell in with on Sunday the 13th, on the south-east side of the peninsula of Tres Montes, or 'Three Mountains. They had found many hair-seals, but very few of the fur kind.

July 16th.—After passing through Rogers's Strait, which is formed by Wager Island on the south, and the peninsula before mentioned on the north, we took our leave of the Gulf of Penas at two P. M., and made the best of our way for the island of La Mocha, to procure fresh provisions. I regretted that it was not in my power to continue the examination of this coast at that time; but the new-fashioned pintles of our rudder began to show symptoms of instability, and I now saw the necessity of hastening to the first port, where they could be replaced by copper ones, of proper construction. I shall therefore refer the reader to the voyage of 1824, 1825, and 1826, which I made in the schooner *Tartar*, of New-York, to the North and South Pacific Oceans, it being the second of these "Four Voyages:" when I resumed the examination of this coast, beginning at Point Taitao-haohuon, from which I now took my departure for the island of La Mocha, for the reasons just stated.

At eleven A. M. we shaped our course accordingly, leaving Point Taitao-haohuon bearing south-east-by-east, distant four leagues, with a fine breeze from the south-west, and fair weather. We pursued a northerly course, with variable winds, sometimes interrupted by calms, for five days.

July 22d.—On Tuesday morning, the 22d day of July, we arrived at the island of La Mocha, at seven A. M. I immediately sent the boats on shore in search of wild hogs. This island is in lat. $38^{\circ} 21' S.$, long. $74^{\circ} 5' W.$ Variation per azimuth, at three P. M., $17^{\circ} 22'$ easterly. It is not large in circumference, but so much elevated that it can be seen, in clear weather, at the distance of forty miles. In approaching the land the top of the island appears rugged and broken; but its north-west part gradually descends to a low, sandy, level point. Its southern point terminates in a more abrupt manner, and a ledge of small rocks runs from it, some of which are on a level with the water, while others ascend boldly. Breakers extend off to the westward about five miles. On the north side of Mocha the anchorage is good, with the winds from west-north-west, round by the west to the south-east.

Wood and water may be procured at this island in abundance. There are also plenty of wild horses, hogs, and various kinds of birds. Wild celery grows here in great profusion, together with other antiscorbutic vegetables.

This island is situated about five leagues from the coast of the main, the channel between them being perfectly safe, with from fifteen to twenty-five fathoms of water. The mainland of Chili is moderately elevated near the seacoast abreast of Mocha. The island is about fifteen miles in circumference, and was formerly inhabited by Indians from the continent; but there are now no persons to be found on it, excepting a few natives from the main coast, who come here for the purpose of taking hair-seals, which are valuable to them for the

skins and the oil. These animals abound on the small keys at the south side of Mocha.

July 23d.—At six P. M. the boats returned, with thirteen fine wild hogs, and a great number of small birds. Having hoisted up the boats, we filled away, and steered for the port of Concepcion, with a fine breeze from south-south-west, and fair weather. As our course lay to the north, we passed the island of Santa Maria, in lat. $37^{\circ} 3'$ S., long. $72^{\circ} 38'$ W. This island is of a triangular shape, about seven miles in length, from north to south, and three miles and a half in breadth, from east to west. To the north-east, however, it extends out in a long narrow point, with a rocky reef running from its extremity. It lies near the main, on the north side of an abrupt angle in the coast, forming a channel to the rivers Laran-Pangue and Laraquete. A rocky islet lies off the north-west point of Santa Maria; but on the eastern side there is good anchorage, well sheltered. In running in for the anchorage, however, it will be proper to give the southern point of the island a good berth, and the same precaution is required in passing the north-east point,—a rocky reef extending some distance from each.

In sailing into Santa Maria Bay, it is best to fall in to the southward of the island. In approaching the land a rocky head becomes visible, in lat. $37^{\circ} 6'$ S. This is the south-east head of the island, and not very high. It is necessary to bring this head to bear north, and then to run for the anchorage; thus avoiding some sunken rocks which lie to the south-south-west of this head. A ship must not approach this head nearer than one mile, until it is brought to bear west, at which time she will be past a small reef which lies to the south-east of it. She may then haul into the bay until the water lessens to five fathoms, sandy bottom, when she may choose her ground from seven to five. The best anchorage, however, is on the south-west side, near the head of the bay.

I have said that this island is of a triangular shape; but its longest side is sufficiently concave to give it the appearance of an irregular crescent, with both points bending to the eastward; the north point, however, extends much farther east than the south point. The whole bay has a sandy bottom, and regular soundings; and by proper attention to the lead, a ship may beat into this harbour by night with as much safety as by day. Off the north-east point the reef runs out about half a mile; and ships falling in to the leeward, by giving this reef a good berth, will find the northern passage equally safe with the southern.

There is a small bay on the north side of the island, in which I should always advise ships to anchor, at any time from the month of September to the following May; as during that period the wind on this coast blows almost constantly from the south. Indeed, for about eight months of the year, it may properly be called the southerly trade-wind. Consequently, ships bound to any ports along the coast of Chili or Peru should always fall in with the land to the windward of their destined port.

Water and wood can be procured in this bay with great convenience

near the centre of the concave shore, which, from the south head to the watering-place, is a high steep bank; but from thence to the north-east point, it is a low sandy beach. Thus, all around the island, the shore in some places is a sandy beach, while in other places it is iron-bound, with steep banks from one to two hundred feet above the level of the sea, and as perpendicular as the Hudson Palisades.

Many years ago the island of Santa Maria was stocked with black-cattle and several other kinds of animals; and a small settlement of Spaniards existed here previous to the last war between Spain and England, who cultivated various kinds of fruit trees and garden vegetables. But during the war they found themselves annoyed by the English cruisers, who made the island a place of rendezvous, and finally abandoned the settlement. I have it from pretty good authority, however, that the English commanders never took or allowed to be taken from them any thing but what was liberally paid for in specie.

The little colony have left behind them many memorials of their taste and industry. Among these I have since seen a number of apple-trees in good condition; several kinds of garden herbs, such as balm, sage, saffron, and all kinds of mint; likewise rose-bushes, currants, gooseberries, &c. The soil is very rich, and of easy cultivation, being level and clear of stones, which is the case indeed with most of the tillage-land all along this coast. This island would produce every kind of vegetables, if properly cultivated. The air is remarkably pure, the atmosphere generally serene, the climate temperate, and the prospects delightful.

The island of Santa Maria is about four leagues in circumference, and the southern extremity is a great resort for shags, which come on shore in the evening to roost for the night, and repair to the sea again in the morning in search of food. I have seen more than two thousand of these birds laying their course for the ocean before sunrise, and have watched their return at sunset in the evening. Their eggs are very fine eating, and one hundred barrels of them, in the proper season, may be collected in a very short time. Gulls' eggs also can be gathered in great abundance on the north-east part of the island, and they are equally palatable. There are various other kinds of birds on this island, among which I have noticed ducks, teal, eagles, hawks, turkey-buzzards, and curlews of two different sorts. Besides these, there are many small beach and land-birds. Good fish may also be caught here with hook and line or with a seine, and right whales frequent the bay in the calving season. It is likewise a great resort for hair-seals.

On the main opposite this island, in the direction of east-south-east, is a beautiful river, the banks of which are very fertile, abounding with many kinds of fruits that are common in North America; among these are peaches and pears, of a quality far superior to ours. On the north side of this river, which is called Toolvool, once stood the little town of Arruco, which was burnt by the pirate Benavides in 1821. Previous to this wanton outrage, ships lying under the island were usually supplied with refreshments from this town at a very low rate, and in any quantity that might be desired. The articles then obtained here by sending the boats were, bullocks, sheep, hogs, goats, fowls, apples,

pears, peaches, potatoes, cabbages, pumpkins, onions, and all kinds of garden-stuff. The distance from the island to the river is about ten miles.

Seven leagues to the northward of the island of Santa Maria are the Paps of Biobio, which become visible by the time a ship is abreast of the island, forming a very conspicuous and useful landmark in entering the port of Concepcion, in the river Biobio. These remarkable hills are thus named from their peculiar shape, and their appearance does not vary much in whatever direction they are seen from the offing. They rise from a sort of promontory on the north side of the river, on which side also stands the city of Concepcion.

July 24th.—On Thursday, the 24th, we entered the Bay of Concepcion, and at eleven A. M. anchored in the port of Talcaguano, at the south-west part of the bay, in three fathoms of water, mud and clay bottom. This place is about seven miles north of the city of Mocha, or New Concepcion, and the harbour is sheltered from the westward by an elevated peninsula of the same name. The entrance to this port may be easily known by the island of Quiriquina, which is somewhat lower than the adjacent continent. Ships may pass on either side of this island, but the eastern passage is the safest and the widest. The entrance is in latitude $36^{\circ} 36'$ S., longitude $73^{\circ} 12'$ W.

This is one of the most commodious ports in the world: the water within the bay is very smooth, with scarcely any current, and the tide flows about six feet: the best anchorage is before the village of Talcaguano, on the south-west side of the bay. The surrounding country is extremely pleasant, and seldom troubled by the blasts of winter. At this place the Andes are not visible from the anchorage, the view being intercepted by the Sierra Belluda, a range of mountains, abounding with silver-mines, among which the river Biobio takes its rise, and runs nearly due west to the Bay of Concepcion. At night, however, a flickering glimmer on the eastern sky, accompanied with some vivid flashes, bears testimony that the Chilian volcanoes are still in full blast, there being twelve or fourteen of them in a state of constant eruption, besides several others which discharge smoke at intervals. The mouth of the river is about one mile across, and its sands are so richly mingled with gold that about one hundred and fifty thousand dollars worth is collected annually, and placed in the national depôt at the new city of Mocha, or New Concepcion, about twelve miles from the sea.

CHAPTER VIII.

Bay of Conception and Port of Talcaguano—City of Mocha, or New Conception—The River Biobio—Soil, Climate, and Natural Productions—Valparaiso Bay and City—Kindness of the American Consul, Mr. Hogan—Santiago, or St. Jago—Directions for entering the Harbour of Valparaiso—Climate, Winds, &c.—Valparaiso destroyed by an Earthquake—Amiable Character of Mr. Hogan—Arrive at Port Coquimbo—Captain Hutchins, of Baltimore—Heave down the Wasp to repair Damages—Directions for entering the Port of Coquimbo—Description of the Town—Caution to Shipmasters—Villanous Attempt at Imposition—Sail from Coquimbo—Pursued by an armed Force, which soon retreats—Islands of St. Ambrose and St. Felix—An Adventure promised in the next Chapter.

THE Bay of Conception has long been celebrated for its natural beauties and maritime conveniences: there are few that can rank with it in any part of the world; as it is one of those which nature contrived in her happiest mood, and at a moment when she felt an extraordinary interest in the welfare of mariners. Talcaguano is the principal port in this bay, and is much the most frequented,—as ships that anchor here have not only better ground than can be found in any other port, but they are also better sheltered from the north wind, which is the only one that can breathe into this calm retreat. Every kind of refreshment can be obtained at this village in the greatest abundance, including the choicest fruits, and there is every facility for wooding and watering.

This town was built in consequence of the city of Conception being destroyed by an earthquake in 1751; which disaster also gave rise to the city of Mocha, or New Conception, mentioned at the conclusion of the last chapter, which stands on the north bank of the River Biobio, and was peopled by inhabitants who removed from the old city of Conception. This is a depôt for the silver found in the mines of Nimino, in the mountains Sierra Belluda, and also for the gold found among the sands of several rivers, particularly Biobio.

Two years after the earthquake of 1751 had destroyed the old city of Conception, the inhabitants selected a site for a new town in the beautiful valley of Mocha, at about a league's distance from the former: this is called Mocha, or New Conception: the population is variously estimated at from ten to thirteen thousand souls. The city covers a considerable extent of ground, in consequence of the houses being only one story high, a necessary precaution to guard against earthquakes, to which the whole country is subject. The Indians have several times attacked the city with a numerous force; and though always repulsed, they seldom retired without doing much damage.

The River Biobio (or Viovio) has its source among the silver-mines in the mountains Sierra Belluda, before mentioned; and receives the tributary streams of Huequeen and Tolpan before it reaches Santa Fé,

where it first becomes navigable, and from whence to its mouth, a distance of thirty-three leagues, its course is nearly due west.

The soil of Chili, and this part of it in particular, is celebrated for its fertility, its average increase being sixty to one. The plains are covered with innumerable flocks, which multiply almost in the same proportion. All the metals, earths, and precious stones are found in abundance among the mountains: there are also coal-mines near the site of the former city. The productions of the soil are maize, rye, barley, pulse, wine, oil, sugar, cotton, and fruits of various kinds. There are no dangerous or venomous animals in the country,—there being only one specimen of the serpent genus, and that is a little harmless reptile like our garter-snake, and even smaller. The climate is mild and salubrious; the natives are healthy and robust; the spring continues from the latter part of September to December, when the summer of the southern hemisphere begins.

The mountain-forests are full of lofty trees; and all the fruits of the United States, with a great many aromatic shrubs, grow in the valleys. Chili is said to be the only country in the New World where the culture of the grape has succeeded to perfection. The apples are of extraordinary size; and I have seen peaches here nearly as large as those described by Bonnycastle, who mentions fourteen different kinds of them. The trees of the forest certainly grow to an immense size; but I can hardly credit the story, so often repeated, that a certain missionary made out of a single trunk of one of them a chapel more than sixty feet in length, including beams, floors, laths, doors, windows, seats, altars, and two confessionals!

The extensive and fertile plains for which this country is celebrated are not visible from the coast, as they lie between the two ranges of mountains before mentioned,—the Sierra Belluda and the Andes. Some of these vast plains are said to be nearly as high as those of Quito, in the republic of Peru; being, in fact, extensive table-lands, far above the level of the sea.

July 26th.—Finding neither materials nor facilities to aid me in repairing the damages which the Wasp had sustained during our year's cruise, I prepared to leave Talcaguano, confident that Valparaiso could furnish every thing of which I stood in need. Accordingly, on Saturday, the 26th, at eleven A. M., we got under way, and steered once more in a northerly direction, with a light breeze from south-by-west, and fair weather. Valparaiso is about eighty leagues from the Bay of Concepcion, and the coast between them runs in the direction of north-north-east and south-south-west. Our passage was considerably retarded by northerly winds, so that it was not until the afternoon of the fifth day that we finally cast anchor in the harbour of Valparaiso, or the Valley of Paradise—lat. $33^{\circ} 3' S.$, long. $71^{\circ} 42' W.$ Variation $15^{\circ} 41' E.$

July 31st.—On Thursday, the 31st, at five, P. M., we anchored in seven fathoms of water, sand and muddy bottom. I immediately landed, and repaired to the American consulate, to pay my respects to Mr. Hogan, the consul-general of the United States, who received me at his office with that politeness and urbanity of manners which have ever

characterized this worthy and venerable officer. His family residence is on the north side of the bay, at some distance from his office, which is in the principal street of the city.

After introducing myself, and making him acquainted with the situation of the schooner, together with my own deficiency of funds, he offered to render me every assistance of which I stood in need, and begged me to draw on him to any amount I pleased. These courtesies were accepted with as much frankness as they were offered, and I took my leave of the worthy consul with sentiments of gratitude and respect, which many subsequent interviews have only tended to heighten and increase. He was at this time about sixty-five years of age, and was universally esteemed as one of the worthiest men in the world.

The town or city of Valparaiso, which eight months previous to my arrival had been almost totally destroyed by an earthquake, was now nearly rebuilt in its original style. The buildings are principally situated on one irregular street, extending along the base of a steep hill, or mountain, which overhangs the curvature of the bay, from Point Angels, on its south-western side, to the Almendral, on its north-eastern side: the latter is so called from the almond-gardens and olive-groves which flourish in this quarter; and in this delightful retreat is the residence of our venerable consul-general, Michael Hogan, Esq.

From this gentleman I learned that the now splendid city of Valparaiso was very humble and insignificant in its origin; consisting at first of a few warehouses merely, in which the merchants of St. Jago, the capital of Chili, had their goods stored, for the convenience of shipping them to Callao, in Peru. At this period the only inhabitants of Valparaiso were a few servants, left by their respective masters to take care of these warehouses. In process of time, however, the merchants themselves, together with several other families, removed hither from the metropolis, in order to be more conveniently situated for trade; since which it has gradually increased, and would still continue to grow in magnitude as in wealth, were it not so inconveniently situated on account of the rugged precipices behind it, which prevent its extending in that direction.

The buildings, as is usual on this coast, where earthquakes are so frequent, are generally of one story only, made of unburnt brick, with roofs of red tile; but being whitewashed, and most of them embellished with shrubbery, they have a neat refreshing appearance, especially to mariners from a long voyage. Those that stand nearest the water, arranged along the curvature of the bay, are mostly shops and store-houses, the greatest number of which are occupied by American and English merchants, who monopolize a principal part of the trade at this port. The custom-house is conveniently situated near the water, about the centre of the curving beach, opposite to which all boats are compelled to land.

The precipice which overhangs the town, composed of red earth and rock, is divided in one place by a narrow glen or ravine, having at its mouth a kind of open square, from which zigzag streets run up the sides of the hills. The principal streets are well paved, the windows glazed, the shops well furnished, and all enlivened by the activity

of business. Carts, wagons, horses, oxen, &c., all served to remind me of similar streets in the United States. The market is excellent; and, as Mr. Hogan afterward assured the Rev. Mr. Stewart, "whatever else may be said of Chili, she can boast as good eating and drinking as can be found in any part of the world."

The capital of Chili, St. Jago, or St. Iago, or, as many spell it, Santiago, is not quite fifty miles from Valparaiso, in the direction of east-by-south. Of course it is an inland city, and on that account more convenient as the metropolis of a great republic. Its situation, Mr. Hogan informed me, was convenient and delightful; being on the side of a fertile plain twenty-four leagues in extent, and bounded on the other side by a majestic hill. Its streets are broad and well paved, crossing each other at right angles; its gardens are watered by canals, and the principal square is adorned with a fine fountain. The plain just mentioned is called Mapocho, through which meanders a river of the same name; and rich mines of gold and silver abound among the adjacent hills.

The city contains about sixty-five thousand inhabitants, and is plentifully supplied with every convenience and luxury of life. The houses generally are of one story only, with flat roofs, surmounted by a parapet running along the front, just above the cornice, and the walls are whitewashed. There are more shops here than in any other city of Chili; as it is the centre of all the internal traffic of the country. The inhabitants are gay and hospitable, and in these qualities excel their countrymen in the Old World, who are proverbial for their gravity. Music and dancing are the favourite amusements of the people; as is the case in almost every part of Spanish America.

Between Santiago and Valparaiso there is a fine road, and incessant communication; while from the capital to Buenos Ayres, there is not only a good road, but a regular mail-route established, by which the inhabitants of either city obtain letters eighteen days after date. These circumstances are of great advantage to Valparaiso, and have contributed much to her growth. Previous to the revolution, her trade was chiefly confined to Peru, which it nearly supplied with grain, hemp, and cordage; receiving in return sugar, tobacco, indigo, spirits, and coffee.

Ships bound to Valparaiso should always make the land to the south of the bay, at least two leagues, as southerly winds prevail on this coast more than seven-eighths of the time, for the year round. Six or seven miles to the south of the bay, the coast is nearly north and south, and indented with many small coves and bays. About four miles south-west of Point Angels there is a little bay, with a sand-beach at the head of it, and a ragged rock at the mouth. After passing this rock, the coast tends more to the eastward; but with an offing of two or three miles, the western point of Valparaiso Bay will be visible. This is called Point Angels, jutting out from the coast in a north-west direction; and in doubling this point ships enter the Bay of Valparaiso, which is open towards the north. In entering here with a southerly wind, a ship should keep Point Angels close aboard; for though there are a few rocks lying a little off-shore, just within the outer point, yet they are

not dangerous, being always visible, and may be safely passed within a cable's length.

The first interesting object that presents itself to the eye on rounding Point Angels is a long sandy beach on the opposite or eastern side of the bay, and beyond that the almond-gardens before mentioned. "In an instant afterward the whole town, shipping with their colours flying, and the forts, burst out, as it were, from behind the rocks,"* and the city of Valparaiso lies before you, close by the water, under a naked precipice of red earth and rock.

This cheerful and animating scene may be contemplated as you haul in for the shipping and choose your anchorage. If it be winter, a ship should not anchor in less than fifteen fathoms; but during the summer months her best berth will be in-shore, in four or five fathoms, if possible. She will be more likely to hold on in this position, as the bottom is not so much broken up as it is farther off-shore.

This port is defended by three castles, viz. St. Anthony's, Rosario, and Concepcion. There is also a fortress at the eastward of the Almandral, called Fort Caleta. That part of the town called the Alman-dral, with its delightful groves of almond and olive-trees, occupies the declivity of the mountain on the eastern side of the bay, and is considered as the suburbs of the city.

The climate here, except during the rainy season, is temperate, healthful, serene, and not surpassed in any section of the globe. In the spring, summer, and autumn months there is seldom a cloud to be seen. A fog generally prevails in the morning, hanging over the coast, and rising up the mountains in such a manner as to remind one of a summer sunrise among the Highlands of the Hudson River. But when the sun bursts from behind the mountains, the scene is instantly lighted up with a beauty and a brilliancy unrivalled in any other place I have ever visited. A foggy morning at Valparaiso is a good sign, for when the morning breaks with a perfect clear sky, and the sun rises un-concealed by haze, while the horizon in the offing is broken by a tremulous line, a very strong southerly wind is to be expected about noon; which sometimes comes down the mountain that encircles the town in fitful gusts, and with such violence as to drive ships from their anchors, unless they lie well in-shore, under shelter of the highlands.

These troublesome winds, however, generally abate and die away at sunset, when a calm night of starlit beauty succeeds; which, if the moon be at the right age, is delightful beyond description. When the morning breaks with fog, clouds, and haze, a breeze generally sets in at the early part of the day, and frequently from different points of the compass, but with no strong gusts from the south. The country back of the precipice which surrounds the town is diversified with hills, plains, and valleys. The vale of Quillota, in particular, is very beautiful, and luxuriantly fertile. A river called the Aconcagua meanders through it, on the banks of which is built the city of St. Martin de la Concha, otherwise called Quillota, about forty miles from Valparaiso.

August 2d.—My venerable friend the consul-general had been so

* Porter's Journal.

liberal and prompt in his supplies, that I was nearly ready to sail on Saturday, the 2d of August, for Port Coquimbo, about sixty-five leagues farther north, where I intended to unload the *Wasp*, and throw her down for a thorough repair. Mr. Hogan kindly advanced all the money that I required, which enabled me to purchase copper, timber, and other necessities for the contemplated purpose. Much of our copper sheathing had been ripped off by the ice, in our antarctic expedition; a new cut-water and false keel were also necessary; and a portion of the stern-post which had been beaten off while the *Wasp* was on the rocks in the Gulf of Penas was to be replaced. The spars, sails, and rigging likewise required overhauling and repairing: to do all of which I was amply supplied with means by the kindness of Mr. Hogan.

During one of my visits to this gentleman, he related to me many interesting particulars connected with the late dreadful earthquake which, eight months before, had nearly reduced the city to a heap of ruins. This tremendous disaster occurred on the 18th of November; the very day that I relinquished my fruitless search for the *Aurora Islands*, as stated in Chap. III. It took place between ten and eleven o'clock in the evening, and most of the destruction was caused by the first shock, which was of nearly three minutes' duration. This unusually protracted convulsion of the earth spread terror, consternation, and dismay in every direction, far and near. The inhabitants fled to the hills and the shipping for safety.

Many lives were lost; more than three hundred mangled bodies being afterward taken out of the ruins, from whence many were also extricated alive. A great number were wounded, among whom was the supreme director (who was down at that time from the capital, *Santiago*), who very narrowly escaped while the governor's palace was trembling over his head. This building is still so entirely in ruins that it will be required to rebuild it from the foundation. Several churches were levelled to the ground, and others so much rent and shattered as to ruin them. The custom-house was much injured, and almost every building in the place received more or less damage.

Several other heavy shocks succeeded the first, but none of them equalled it in violence or effect. Lighter shocks were experienced almost every day afterward for nearly a month. All *Chili* appeared to be shaken to its foundation; and the capital, *Santiago*, or *St. Jago*, was so violently agitated that most of the inhabitants left their houses, and encamped in the fields. Several of the neighbouring towns and villages were entirely ruined. The whole surviving population of *Valparaiso* were, for months afterward, scattered about the hills around the port, and sheltered by tents, under the most alarming apprehensions of perishing by famine, as all business was put a stop to.

Mr. Hogan and the other consuls succeeded in making their escape from the falling edifices, and took refuge on board the shipping, as did also many English and American families residing in the place. One of these gentlemen told me that he was sitting with some friends in his room, when the first thing they heard was the falling of the roof, and, on rushing forward he found it impossible to stand, the earth was in such

violent agitation. He fortunately got into the street before the house fell; the next moment the earth was rent asunder, leaving a tremendous chasm!

"The objects on all sides," said he, "the screams of the dying, the cries of the fugitives, and the dangers which surrounded me, filled my mind with the most awful emotions. At length I was rescued from my perilous situation by one of my friends, and took refuge on board the shipping. But every two or three hours afterward there was a new convulsion of the earth, which communicated itself to the water, and sensibly affected the repose of the vessels."

Another gentleman, a Bostonian, then residing at Valparaiso, described his sensations nearly in the following terms:—"On the eighteenth," said he, "we had been removing to another building, and the goods, furniture, &c. were piled up loose and promiscuously about the room where we slept, not having had time to stow them away. We were in bed, and all the lights extinguished, on a second floor, high from the street, and unacquainted with the passage out. I will not attempt to describe the horror of the moment when the first shock was felt. The sound resembled a long-continued peal of thunder. The brick floor under us rattled; the tenders over our heads cracked; while the lime and the dust from the crumbling mud-walls almost suffocated us. The whole edifice rolled and trembled like a ship in a heavy short sea. We finally effected our escape to the street, where the tiles and other missiles were falling around us like hail. The shrieks of women, the cries of children, and the voices of men were heard in every direction; and people of all classes were running almost naked through the streets, calling on saints for mercy and protection."

Mr. Hogan then related an anecdote, which all the gentlemen present assured me was a fact. He said that a few days after the earthquake, a number of priests drew up a petition for the expulsion of all the English and Americans (or heretics, as they termed them) that resided at Valparaiso, as being the cause of the earthquake and its attendant calamities, by their not belonging to the true church. They applied to the oldest judge of the city to obtain his signature to head the list of petitioners. His reply was, "How can you attribute this affliction to the wickedness of the '*Anglices*,' when *their* houses are most of them standing, and all their lives spared, as witnesses of their innocence; while you, who call yourselves good Catholics, with all your prayers, and the assistance of *patron saints*, could not save our churches, houses, and hundreds of the true faith from utter destruction? As for myself, on the night of the earthquake, with the rest of my family, I was taken from impending ruin by an American, at the imminent risk of his life, when no countryman of my own would come to my assistance; I shall therefore not subscribe to any such thing."

I could not depart from Valparaiso without taking a more particular leave of the consul, and tendering him the sincere homage of my esteem and respect. He received me and parted from me as a father would with a favourite son. The warm cordiality of his manners, united with the sprightliness and intelligence of his conversation, enlivened by anecdotes of all parts of the world, endear him to every

one who has the happiness to be near him. He has been a great traveller, and a very close observer, which facts render his conversation peculiarly interesting. He was once a midshipman in the British navy, on board the same ship, and in the same mess, with the then Duke of Clarence, now King of England. I parted from him with regret and affection. I have had occasion to visit him in subsequent voyages, and always with sentiments of increased admiration.

August 3d.—We this day departed from Valparaiso, with a light breeze from south-south-west, and fair weather. At 8, P. M., we took the wind from the northward, varying from north-west to north-east, attended, part of the time, with heavy rains.

August 7th.—We arrived at the port of Coquimbo, and at 5, P. M., came to anchor in four fathoms of water, mud and clay bottom. Here we found the brig Canada, Captain Hutchins, from Baltimore, on a trading voyage, and waiting for part of a cargo of copper. Captain H. kindly assisted me in my contemplated repairs of the Wasp, by permitting me to transfer her cargo to his brig, which was lying in ballast, and to heave the schooner down by the brig. He likewise let me have his carpenter and a part of his crew, which was of very great assistance, and a courtesy that I shall not easily or speedily forget.

We immediately commenced overhauling the Wasp, and preparing to turn her keel out of water; so that on Monday, the eleventh, the starboard side of the schooner's bottom was exposed to view, when we discovered that the cut-water, with a portion of the main stem, also the false keel, with a part of the main keel, together with the heel of the stern-post, had all been beaten off on the rocks in the Gulf of Penas, on the fourth of July. We likewise found that a great part of the copper had been cut off the bottom, from the bends about six feet under water, nearly fore and aft, by the ice in the antarctic circle.

August 21st.—We had laboured so diligently that by Monday, the eighteenth, the vessel's bottom was in perfect order; and on Thursday, the twenty-first, we were all ready for sea, with every thing on board. It is but just to remark, in this place, that I received every assistance from Mr. Stewart, the vice-consul of the United States, that my distressed situation required, the damages of the Wasp having exceeded our anticipations.

The port of Coquimbo is a convenient and safe harbour, much frequented, and noted for the extensive copper-mines in its vicinity. In entering this port, it is proper to make the land a few leagues south of it, say in latitude $30^{\circ} 5' S.$, and follow the shore to the northward till you approach the nearest point of the bay, which opens to the north like that of Valparaiso. Off this point a number of rocks and rocky islets are visible, which strangers had best leave on the right-hand, although there is water four fathoms deep between them and the point; but the passage is narrow, and by keeping outside of them, sufficient room is secured to beat to windward, which is generally necessary to reach the anchorage in the south-west part of the bay, abreast of some warehouses. Here a ship may anchor in from eight to three fathoms, with the flag-staff on the fort bearing west, distant about one mile. Here is a fine harbour, and the fairest of weather that it is possible to

wish for nearly all the year round. It is approached without danger, and enjoyed without any molestation from the elements. The only annoyance to be apprehended is from *man*—degraded, base, mercenary *man*! as I was taught by experience before my departure.

The town of Coquimbo, sometimes called La Serena, is prepossessing in its appearance; the streets are shaded with myrtle-trees, and arranged so as to form squares; a garden well stored with fruit trees is attached to every house. It was the capital of the province of the same name previous to the revolution, being the second town built by Valdivia, for the purpose of maintaining an intercourse between Peru and Chili. It stands about a mile from the sea, in a most delightful situation, commanding an extensive view of the country, the ocean, and a river of the same name. The country around presents a charming prospect, diversified with shady groves, cultivated fields, and verdant meadows.

The town is large, but is said not to be proportionably populous. It has several churches and convents; also a town-house, and some other public buildings. It is furnished with water by canals cut from the river on its north side, which has previously meandered through a beautiful valley of the same name; by this means the freshness, beauty, and fertility of their gardens are rendered so conspicuous. This river empties into the bay where we were now lying at anchor, ready for sea. The country is not only very prolific in vegetable productions, but also abounds with mines of various kinds. There is one of copper about five leagues from the town, on a high green hill in form of a sugar-loaf, which serves as a landmark in entering the port. The climate is very agreeable, being almost uniformly mild and serene.

Before I take my leave of Coquimbo, I feel it my duty to give one serious caution to shipmasters who visit this port; and that is, to prohibit their crews from having any dealings with the pulla-perrees, or grog-shops, as they are called; as I can assert, from experience, that they are kept by some of the greatest villains on earth. I had much trouble with these fellows while heaving my vessel down at this port; as they enticed a great part of my crew from their duty, and kept them concealed in a continued state of intoxication, at a time when I most wanted their services.

On the evening before I sailed, Thursday, the twenty-first, one of these pulla-perree men came to me and said that he knew where my men were, and that if I wished it he would take a guard of soldiers and conduct them on board. I readily assented to the proposition, and directed him to get them on board as soon as possible, though in a state of intoxication. They were accordingly taken on board at about four, P. M.; and at five, P. M., the same villain came to me while I was on shore in company with Captain Hutchins, and told me that he had a small bill against some of my crew. I took the bill, and the reader may guess my astonishment on finding the amount to be *one hundred and eighty-seven dollars*!

I coolly returned him the account, telling him he must bring it on board in the morning, as I could not discharge it till the men had examined the bill, and acknowledged it to be correct. He appeared

satisfied with this arrangement, bade me good night, and left me. I soon after went on board the schooner; and at eleven, P. M., called the crew aft, and inquired what they had had while on shore. They replied that they could not tell, for this fellow had kept them out in the country in a state of senseless inebriation all the time they had been on shore; that he had shown them a written paper, purporting to be a certificate from me that they might have their liberty while the vessel was in port; and that I had ordered him to let them have whatever they wanted until she was ready for sea!

This candid statement of the delinquents confirmed what I had previously learned from the Spaniards respecting this man; I therefore at once determined not to submit to such a shameful imposition. But knowing the imbecility of the civil authority, I concluded that it was worse than useless to look for legal protection; I therefore resolved to leave the port during that night. Accordingly, at two, A. M., when a light air sprang up from the south, I called all hands, muffled the palls of the windlass, ran the anchor up to the bows, got out the sweeps, and swept the vessel out of the harbour; by which time it was daylight, and a dead calm.

August 22d.—A little after daylight I saw a boat coming round the point, full of soldiers well armed, about thirty in number. Having expected the visit, I was fully prepared to receive them. All hands were at quarters, the guns double-shotted with canister and grape, and all the muskets and boarding-pikes were on deck.

As soon as the boat came within hail, I ran up the star-spangled banner, and demanded of them what they wanted. They immediately lay upon their oars, while the pulla-perée gentleman assumed the office of spokesman, and said he must have either his money or the men who owed it. In reply, I reminded him of his villany, and that we were now five miles from the port, with a legal clearance from the custom-house; assured him that I neither knew the party, nor would acknowledge any claims which they might pretend to have against the Wasp; that my men were under the protection of my guns and the flag of my country; and, finally, that if they advanced their boat's length nearer to the schooner, the account would very quickly be settled with *hard*, if not with *precious* metal.

Suiting the action to the word, every gun was immediately pointed for the boat. This manœuvre was sufficient for our doughty assailants. The word among them was instantly "*Stern, all!*" and they lost no time in pulling to a respectful distance; and no doubt considered themselves very fortunate in being permitted to return to the shore in as good health as they left it.

At about ten, A. M., we took a breeze from south-by-west, with fair weather, when we shaped our course for the islands of St. Ambrose and St. Felix. During this passage we were often surrounded by sperm and right whales, porpoises, dolphins, bonettas, skipjacks, sharks, and pilot-fish.

August 25th.—On Monday, the twenty-fifth of August, at two, P. M., we arrived at the island of St. Ambrose, and sent the boats on shore in search of seal. They returned at seven, P. M., with eighty-seven

fur-seal skins. After examining this island, we paid a similar visit on the following day to St. Felix, about six leagues west-south-west of it, where we obtained two hundred and eleven fur-seal skins. Here also we encountered a very interesting adventure, with which I shall commence the next chapter. In the mean time it will be proper to give the reader some idea of the character of these islands, and of their location.

The islands of St. Ambrose and St. Felix lie about 500 miles north-west from Port Coquimbo, and nearly the same distance west of Copiapo, a town and cape on the coast of northern Chili. They are north-north-west of the island of Juan Fernandez about one hundred and sixty leagues, being in latitude $26^{\circ} 30'$ S., long. $80^{\circ} 0'$ W.

As before intimated, St. Ambrose is the most easterly of these two islands, and is about five miles in circumference. On the north side there is a fine snug little cove for a boat, and a good landing at all seasons of the year, with the wind blowing from any southerly point between east and west. But it is difficult to obtain fresh water from this landing. About the centre of the north side, however, there is a still better landing, where fresh water of an excellent quality may be had in any quantity from a pond on the top of the island, or table-land, and led down to the boats by means of a hose, without any trouble. Small as this island is, it can boast of a mountain which rises about three hundred and fifty feet from its base, with vegetation on its summit and sides, where grow many kinds of plants and shrubs. A few seals of the fur kind are found on the shores of this island.

The island of St. Felix, which lies farther west, is about the same size as the one just described, and is elevated about three hundred feet above the level of the sea. On its west and south-west sides it presents nothing to the eye but steep perpendicular cliffs; but there is a place for landing on the north-west side, about one-fourth of a mile eastward of the north-west head or bluff. Here, in a sort of gully, you may land on a flat rock at all seasons of the year; but on the beaches at the north and east sides of the island the landing is dangerous, as the shores are very steep. But after you have landed, there is nothing in the prospect to repay you for the trouble. The island is entirely destitute of grass, verdure, or vegetable productions of any description; the whole being a barren sun-burnt surface, diversified only with rocks and sand.

This island is mostly visited by sailors for the purpose of taking seal-skins, the fur of which is of a very good quality. It is also a fine place to gather the eggs of aquatic birds, and to catch fish, which are playing round the shores in great abundance. A man may stand on the rocks at the landing, with line and hook, baited with the flesh of seals or birds, and load a boat with crawfish in half a day. Eggs of aquatic birds may be gathered in any quantity during the months of December and January on both these islands. Those of the shag and the gannet are nearly equal to hens' eggs in taste. There are no dangers near either of these islands two cables'-length from shore. Both of them are evidently of volcanic origin, the rocks showing every mark of having once been in a state of fusion, and pumice-stones are found on different parts of the islands.

CHAPTER IX.

A Discovery—Inexcusable Barbarity—Hopeless Sufferings and joyful Preservation—Lobos Afuero—Lobos de Terra—Indian Catamarans, and Balzas—River and Town of Tumbes—Pizarro in Peru—Port and Town of Tacames—Natural Productions—Volcanic Mountains—Height of Chimborazo—Cities of Quito and Cuzco—Monuments of ancient Splendour—Walls of the Temple of the Sun still standing—Ruins of the Incas' Palace—Gallapagos Islands—Elephant Tortoises—Island of Juan Fernandez—Natural Productions—Escape of the Convicts—Alexander Selkirk, or Robinson Crusoe.

WHILE standing in for the island of St. Felix, my attention was arrested by the appearance of a flag or signal from the top of the island; which, on approaching nearer, I concluded to be a sailor's shirt fastened to a pole. In a few minutes afterward the man at the mast-head reported that he could distinguish several persons near the signal-pole, making strong gesticulations, as if anxious to attract our attention. The idea of shipwrecked sufferers on a desert island, pleading for succour, now very naturally occurred to our minds, and we lost no time in making a favourable reply to their signals.

As soon as we had approached sufficiently near the island I hove-to, and ordered the boats to be lowered, manned, and furnished with refreshments of every kind. As soon as these movements were perceived by the men on shore, they evinced the most extravagant sensations of joy, which seemed to increase as the boats approached the shore. The interview between these poor fellows and their deliverers was such as might be expected under such circumstances, a brief detail of which was soon furnished by the sufferers, in substance as follows:—

The schooner *Francisco*, Captain Van Doras, had sailed from Valparaiso on a sealing voyage, and touched at these islands in the latter part of the month of May, three months previous to our arrival. The captain concluded to leave five of his crew on the island of St. Felix, to take seal-skins, while he proceeded with the vessel to some other place, on the same business. He left with them sufficient water and provisions to last three weeks, pledging himself to be back in a fortnight, and take them off. They went cheerfully to work, and faithfully performed the duties assigned them for fourteen days, at the expiration of which they began to look out for the return of the vessel; but they looked in vain. Another week elapsed, and they began to grow alarmed.

Their provisions and water were now nearly all exhausted; and nothing like a sail could be seen in the circling horizon which bounded the vast waste of waters that surrounded the island. Day after day passed by, and their situation became desperate. The horrid idea of being purposely left here to perish irresistibly fastened itself on their

minds, and plunged them into a state of hopelessness, bordering on despair. Their food now consisted of raw fish, and the flesh of seals and birds dried in the sun, not having the means of making a fire to cook it. Three months had now passed away, and nothing had occurred to revive their dying hopes. In a few weeks more their sufferings would probably have terminated in a lingering death.

But where was the inhuman wretch who had abandoned them to this dreadful fate? I was afterward informed that he proceeded from this island to Callao, in Peru, where he plunged into a course of dissipation and excesses which effectually drove every thought of business or humanity from his mind; until he at length awoke from the bewildering dream, a ruined and degraded man.

It is hardly necessary to state that these unfortunate men were received on board the *Wasp*, and treated as duty and humanity dictated, for which their gratitude was unbounded. Some of them returned with me to the United States; the others being left, at their own request, in different ports on the coast of Chili. The names of the five were, William Golden, or Golding, Joseph Alexander, Peleg Wilber, John Stewart, and Hugh Hill.

August 28th.—On Thursday, at 7, P. M., after hoisting up the boats, and securing them in the cranes, we filled away, and steered for the weather (or southern) Lobos, with a light breeze from the south-southeast, and fair weather. The next day, at 10, A. M., being in lat. $25^{\circ} 2' S.$, long. $79^{\circ} 41' W.$, we found the variation per azimuth $9^{\circ} 52'$ easterly. We continued standing to the north, with alternate light winds and calms, for more than ten days, without meeting any occurrence worth recording.

September 9th.—We arrived at Lobos Afuero, or outer Lobos, on Tuesday, and at 1, P. M., we anchored in six fathoms of water, sandy bottom, in a fine harbour, on the north-west side of the island; and at 2, P. M., sent the boats on shore in search of seals, which returned at 7, P. M., with only twenty-eight fur-skins, being all that could be procured here at this time.

This island is in lat. $6^{\circ} 59' S.$, long. $80^{\circ} 42' W.$ The harbour is fine and commodious, in which fifty ships might lie in safety all the year round. Those who wish to anchor here should pass to the south of the island, then haul round the west end towards the north until the bay opens, when they may beat up the harbour in safety, by keeping a look-out for a single rock in the north part of the bay, nearly midway between its two outer points, but rather inclining to the north point. This rock may be timely discovered from the mast-head, though it is covered seven feet deep at low water. Ships should not approach the eastern part of this island nearer than a mile, there being several sunken rocks in that direction. Fish may be caught here in abundance, and eggs are plenty in the proper season. The island is moderately elevated, may be seen six or seven leagues in clear weather, and has a rugged appearance, without vegetation or fresh water, except during the rainy season.

September 10th.—We next visited the inner or northern island, called Lobos de Terra, where we anchored on Wednesday, at 7, A. M.,

in four fathoms of water, at the head of a small bay, on the north part of the island. At 8, A. M., sent the boats in search of seals.

This island is in latitude $6^{\circ} 34'$ S., long. $80^{\circ} 45'$ W., variation $8^{\circ} 45'$ easterly. On the north side is a safe and convenient harbour, formed by an island of considerable length on the west, separated by a very narrow passage, suitable only for boats. The south end of this small island forms the south and west parts of the harbour. This is a delightful bay, with smooth water, level beach, and pleasant prospects. An abundance of eggs can be obtained here in the month of December, from the rookeries of aquatic birds. Lobos de Terra is much longer than the southern or outer Lobos; its surface is not so much elevated, but more even and level. There are not so many rocks and islets around it, and it is more free from dangers. Fur and hair-seals are found here in considerable numbers; and a variety of scale-fish may be caught with hook and line. It lies seven leagues from the mainland, from whence it may always be seen in clear weather.

The Indians from the continent visit these islands every year, for the purpose of sealing and fishing, and gathering eggs, which they sell on the main. They come hither on a kind of raft, well known on this coast by the term *catamaran*. This craft is composed of a number of large logs of a light and buoyant nature, lashed together with cordage made of a certain species of grass. They are generally from twenty to twenty-five feet in length, and sometimes even fifty feet. In the middle there is raised a kind of box, three or four feet in height, for the better security of the mast, which is stepped in the centre bottom log. They have likewise a short bowsprit rigged out forward, to which the tack of the sail is fastened. The latter is nearly square, and bent to a yard, by which it is hoisted to the mast, the halliards being bent on to the yard about one-third of the distance from the forward end; the other end, abaft the mast, being always the longest and the most elevated. The tack of the sail is then hauled down to the extremity of the bowsprit; and the after-leach, or sheet, is hauled aft, in the same manner as a ship's main-sheet. These catamarans are steered with large wide-loomed oars, which are shipped on the after end of the logs, about two feet high. They will beat to windward like a pilot boat, and I have seen them fifty miles from land. This is the only way the Indians transport their produce to market at the different towns along the coast.

They have likewise an ingeniously constructed machine, somewhat similar to the life-buoy, which the Spaniards call *balzas*; made of skins sewed together, and filled with air. Two of these wind-bags are lashed together, and a small board placed across them in the centre, on which they sit to paddle. Embarked on these air-bubbles, they will pass through a very heavy surf with the greatest ease and safety. They are principally used in fishing along the coast.

The Indians sometimes visit these islands in large parties, on fishing excursions or frolics; and frequently stay three or four weeks. I have always found them to be very civil and accommodating; having frequently received kind offices at their hands, such as presents of fruit, vegetables, &c. from the main. They always bring their fresh water

with them in these catamarans, as there is none to be found on the islands, which are covered with sand, rocks, and the dung of aquatic birds: the latter sufficient to load thousands of ships, having been accumulating for untold ages. It is called guannar by the Spaniards, and is probably the richest manure in the world.

There are many different sorts of birds here; but few of them are of any value except for their eggs. The flesh of one kind, however, is very palatable, and I have frequently found it a valuable acquisition to the table. This is called the razor-bill, because the bill of the bird bears a strong resemblance to the implement for shaving. It is about the size of a small teal, perfectly black, shy of man, and very social, being always found in flocks. All the large birds here form their rookeries on the plains of level white sand; and when viewed from our anchorage, have the appearance of two armies within a short distance of each other. One kind of these birds are called boobies, and they always associate together in their rookeries: they have a very white face, neck, and breast, but the back part of the head and back is black, giving them, at a distance, somewhat of a military appearance. The pelicans are another kind which associate in rookeries, and are very large, moving about with their heads elevated, in martial order. The latter are called the Russian army, while the former are called the army of Bonaparte.

September 15th.—We remained at the Lobos de Terra, constantly employed in the incidental duties of a sealing voyage, until Sunday, the 14th; when, at seven, P. M., we again got under way, and steered for the river Tumbez, with a light breeze from south-south-east, and fair weather. On the following day, at eleven, A. M., we entered this celebrated river, in lat. $3^{\circ} 13' S.$, long. $80^{\circ} 3' W.$; variation $8^{\circ} 13'$ easterly. I call it a celebrated river, because in the year 1526 Pizarro first landed on its banks with that mercenary army of Spaniards who committed so many wanton depredations on the inoffensive natives of Peru. The romance of history has derived some of its most brilliant and interesting incidents from the details of that campaign; and the country lying between this river and the ancient city of Quito has been rendered classic ground by the magic pens of Kotzebue, Sheridan, and other dramatists.

The river Tumbez rises near the Cordilleras of the Andes, and discharges itself into the Bay of Guayaquil, nearly opposite the island of St. Clara. Its banks are said to be well cultivated by the native Indians, mestezoes, mulattoes, and some Spaniards, who here pursue their rural occupations, watering their grounds from the river. The heat is excessive, nor have they any rain for several months in succession; but when it once begins to fall, it continues through the winter season. This river forms the northern boundary of the Peruvian coast. There is a bar before its entrance, on which the surf generally runs high, which makes it difficult watering here from the river, and the water is brackish a mile and a half from the entrance. Barks, boats, balzas, and canoes navigate this river; but it is dangerous going up in the winter season, as the natural impetuosity of its current is then much increased by torrents from the mountains.

The town of Tumbez is about six miles inland, and here, according to Spanish accounts, once stood a superb temple of the sun, an inca's palace, and other splendid edifices, not a vestige of which are now to be seen; but in their places wave aged forests of heavy timber. The present town contains about three thousand inhabitants, who are mostly poor, but industrious. I have ever found them a very pleasant and obliging people, constantly employed in rural occupations, and their plantations are generally productive. Vegetables of all kinds may be procured here, but the prices are high. The soil produces cocoa, corn, melons, oranges, sugar-cane, sweet-potatoes, pumpkins, plantains, &c. The houses are formed of reeds, covered with rushes, open at all sides, and having the floor elevated about four feet from the earth, to protect them from the alligators, which are numerous in the river, and of a large size.

September 16th.—Finding that we could not obtain the necessary supplies in this place without paying an exorbitant price, a due regard to the interest of my owners induced me, on Tuesday, the 16th, to sail for Tacames, a port about eighty leagues farther north, and fifty-two miles north of the equator, which we crossed, under a vertical sun, on Sunday, the 21st, in long. 80° W.

September 22d.—On the following day, at one P. M., we anchored in the Bay of Tacames, in four fathoms of water. In running for this port, a ship should endeavour to make Cape St. Francisco, in lat. $00^{\circ} 42'$ N., long. $79^{\circ} 39'$ W.; variation $7^{\circ} 51'$ easterly. The land of the coast, to the southward of this cape, forms an extensive height; from which there are many rocky shoals running off some distance from the shore, particularly about the vicinity of the village of Arcol. By keeping two leagues off-shore, however, all dangers may be avoided, and from fifteen to twenty-five fathoms of water secured.

Off Cape St. Francisco there are a number of small rocks, which extend to the northward as far as Cape Galera, about which point the land is not very high. Here the wind commonly blows from the south, between the months of April and December, from midday to seven or eight o'clock in the evening, quite fresh.

From Point Galera, north-east-by-east-half-east, distant about five leagues, lies Tacames, or Attacames, a small seaport town, in the south part of the republic of Colombia. Here vessels will find good anchorage and safe shelter, a little to the eastward of a rock that lies on the west side of the bay, about two cables' length from the shore, rising nearly seventy-five feet above the level of the sea.

The best watering-place is in a small river on the west side of the bay, at the mouth of which, on the last of the ebb, water-casks may be filled, not more than three-fourths of a mile from the ship. This is also the best place to cut wood, which may be procured in any quantity at the mouth of this river. The water taken from this stream is of an excellent quality for long voyages, no other having ever, to my knowledge, kept sweet and pure so long.

The town of Tacames is small, containing about five hundred inhabitants, the construction of whose habitations is somewhat singular, but well adapted to the climate and other localities. They are built

similar to those of New-Guinea, being elevated upon posts, about ten feet from the ground, and consisting of only one story. On the posts or stakes driven into the earth, which support the building, the floor is laid, above which most of the materials are bamboos. The roof is thatched with a kind of long grass that is common in this country. Each house has one door only, which is entered by means of a ladder, the latter being hauled up into the house every night, when the family is about retiring to rest, to prevent their being disturbed by wild animals, with which this part of the country abounds.

The soil is very fertile, and yields two crops a year; so that vegetables and fruit are always plenty in the town of Tacames. The temperature is like that of Guayaquil, and accordingly it produces the same kind of fruit, grain, and vegetables; some of them in greater perfection, on account of its more elevated situation. It likewise produces, in great abundance, vanillas, balsams, achote, copal, cocoa, sarsaparilla, tobacco, and indigo. Considerable quantities of wax are made here; and the forests of the country afford a great variety of trees, of large size and lofty height, fit for naval and domestic purposes, including many rare and valuable woods. They likewise procure a considerable quantity of gold-dust from the streams of the mountains, besides many valuable minerals. Notwithstanding the ample resources of this place, however, it has hitherto been very little frequented by nautical adventurers, either for trade or refreshment.

The country between the river Tumbes and Tacames exhibits several mountains of a volcanic character; but that part of the Cordilleras of the Andes abounds with them. Here rises the celebrated Chimborazo, an immense cone, that can be seen far into the Pacific Ocean, presenting to the eye of the mariner a most magnificent object. It rises, according to Humboldt, to twenty-one thousand four hundred and forty feet. That illustrious traveller ascended its slope as high as nineteen thousand three hundred feet, the highest point on the globe ever ascended to by man. It is covered, for several thousand feet, by perpetual snow, and generally surrounded by fogs. Were Mount *Ætna* placed on the summit of Canigou, or were St. Gothard piled on the top of the peak of Teneriffe, the mighty Chimborazo would still raise his snow-crowned head above them. The native Peruvians, however, have a tradition that another mountain in that neighbourhood was once even more elevated than Chimborazo. This was the altar-mountain, called by them *Copa-urcu*. But that after a continual eruption of eight years, it gradually sank to a lower altitude. In proof of this fact, the top of the mountain presents, in its inclined peaks, nothing but the traces of destruction.

About one hundred miles north-east of Chimborazo stands the celebrated city of Quito, the ancient capital of the incas. It is built on the elevated volcanic region of Pichincha, nine thousand five hundred feet above the level of the Pacific Ocean. It is the most elevated large city of the globe, and the inhabitants formerly enjoyed a mild and equal temperature of atmosphere, unrivalled in any other quarter of the world. But the dreadful earthquake of the 4th of February,

1797, which overwhelmed the entire province of Quito, and destroyed in a single instant 40,000 people, seems to have entirely changed the character of the climate.

Previous to this horrible event, Quito was blest with a perpetual spring in her mountain eyrie, though situated nearly under the equator. Since that period, however, the atmosphere has become cloudy and lowering, and the cold at times severe, while earthquakes are continually agitating the devoted city. But “notwithstanding the horrors and the dangers with which nature has thus surrounded them, the population of Quito, amounting to 50,000 individuals, breathes nothing but gayety and luxury; and nowhere, perhaps, does there reign a more decided or a more general taste for pleasure. The inhabitants of the town are lively and amiable.”*

The city of Quito still retains, it is said, many monuments of its ancient splendour, while the country was under the government of the incas, and previous to its being conquered and partially devastated by the Spaniards, under the ambitious and ferocious Don Francisco Pizarro. The city of Cuzco, also, the ancient capital of Peru, is said to exhibit several antiquities of this character; of which the fortress of the incas is considered to be not the least remarkable. The walls of the temple of the sun are still standing, having been converted into a Dominican monastery, the altar of which occupies the precise spot where the golden image of the bright luminary was formerly adored. The residence of the virgins of the sun has been converted into a dwelling for the nuns of Cuzco, some of whom may possibly dream of Rollas and Alonzos, less noble and virtuous than the lover and the husband of Cora.

At Caxamarca, the capital of a territory of the same name, on the river Tunguragua, are still to be seen the remains of the palace of the unfortunate inca Atahualpa, who was strangled by order of Pizarro, after having been plundered of immense treasures, which the friends of the unhappy captive had collected for his ransom! The ruins of this palace are still inhabited by a poor family that claims the honour of being lineally descended from the incas.

September 27th.—Having received on board a sufficient supply of such vegetables and other refreshments as our circumstances required, together with an adequate quantity of wood and water, we took our leave of the friendly inhabitants of Tacames, and directed our course to the Gallapagos Islands, where we arrived on the 3d of October.

This archipelago is situated under the equator, about two hundred and twenty leagues west of the American continent, between the meridians of eighty-nine and ninety-two, west of Greenwich. It comprises a large group of uninhabited islands, which were first discovered by the Spaniards, and afterward explored by those celebrated navigators Vancouver, Colnett, and Hall, to whom we are indebted for an accurate knowledge of their several situations. Thirteen of these islands, being the principal ones of the group in size and importance, have been named as follows:—Chatham, Hood’s, Charles’s, Indefati-

* M. Malte Brun.

gable, James's, Albemarle, Narborough's, Abingdon, Bindloe's, Tower's, Wenman's, Culpepper's, and Barrington's.

The name of this archipelago is derived from the Spanish word "*galapago*," a fresh-water tortoise, and it was given to these islands because they abound with the largest class of those animals, a species of terrapin, to which Commodore Porter gave the name of "*elephant tortoise*," as their legs, feet, and motions strongly resemble those of an elephant. "Many of them," says he, "are of a size to weigh upwards of three hundred weight; and nothing, perhaps, can be more disagreeable or clumsy than they are in their external appearance. Their steps are slow, regular, and heavy; they carry their bodies about a foot from the ground; their neck is from eighteen inches to two feet in length, and very slender; their head is proportioned to it, and strongly resembles that of a serpent. But what seems the most extraordinary in this animal, is the length of time that it can exist without food; for I have been well assured," continues the commodore, "that they have been piled away among casks, in the hold of a ship, where they have been kept eighteen months, and when killed at the expiration of that time, were found to have suffered no diminution in fatness or excellence. They carry with them a constant supply of water, in a bag at the root of the neck, which contains about two gallons; and on tasting that found in those we killed on board, it proved perfectly fresh and sweet. They are very restless when exposed to the light and heat of the sun, but will lie in the dark from one year's end to the other, without moving."*

I shall embrace this occasion to add my feeble testimony to the correctness of Commodore Porter's statements generally, during his interesting and glorious cruise in the Pacific Ocean, in the years 1812, 1813, and 1814. His descriptions of various parts of the coast and islands have much assisted me in my subsequent visits to the same places, and may be depended upon as correct, particularly as regards his remarks on the Gallapagos Islands.

There is no doubt that these islands are all of volcanic origin; and have, generally speaking, always been barren, with the exception of a kind of stunted brushwood that grew upon them. But of late years they have become more fertile, both the upland and valleys being now tolerably well wooded, over a good and rich soil, which wants nothing but a more liberal supply of moisture. The sides of hills near the shore are covered with prickly-pear-trees, upon which the land-tortoises feed and thrive in a most wonderful manner. These animals grow to even a greater size than that mentioned by Commodore Porter, as I have seen some that would weigh from six to eight hundred pounds. They are excellent food, and have no doubt saved the lives of thousands of seamen employed in the whale-fishery in those seas, both Americans and Englishmen. I have known whale-ships to take from six to nine hundred of the smallest size of these tortoises on board, when about leaving the islands for their cruising grounds; thus providing themselves with fresh provisions for six or eight months, and securing the

* See Porter's Journal, p. 47.

men against the scurvy. I have had these animals on board my own vessels from five to six months, without their once taking food or water; and on killing them I have found more than a quart of sweet fresh water in the receptacle which nature has furnished them for that purpose, while their flesh was in as good condition as when I first took them on board. They have been known to live on board of some of our whale-ships for fourteen months, under similar circumstances, without any apparent diminution of health or weight.

The Gallapagos Islands have been so frequently and so accurately described, by navigators who have visited them solely for that purpose, that I do not deem it necessary to detain the reader with any remarks of my own, except to refer him to the following authentic works, in which he will find all the necessary sailing directions, in connexion with such other information as may assist a stranger in exploring this interesting archipelago, viz. *Nora Delano's Voyages*, *Vancouver's*, *Colnett's*, *Hall's*, *Porter's Journal*, &c.

December 2d.—We remained among these islands about two months, during which period we took about five thousand fur-seal skins; when, finding that these animals had abandoned the shores, we thought it time to abandon them also. Accordingly, after taking on board one hundred of the elephant tortoises, which completely covered our decks, we got under way on Tuesday, the 2d of December, at two P. M., and took our departure from Charles's Island, shaping our course for that of Juan Fernandez, once the solitary residence of Alexander Selkirk, alias Robinson Crusoe.

This celebrated island bears about south-south-east from the Gallapagos group, distant seven hundred leagues. The wind now blew from the south-east, a fine breeze, and fair weather. We stood to the south, with our larboard tacks on board; and for several days after leaving the group we had a steady royal breeze from east-south-east to south-south-east, with pleasant weather, occasionally falling in company with sperm whales. In lat. $16^{\circ} 11'$ S., long. $90^{\circ} 13'$ W., we were surrounded, for nearly twenty-four hours, by large flocks of gannets; but on reaching lat. $17^{\circ} 21'$ S., long. $90^{\circ} 11'$ W., we saw no more of them until near the island for which we were bound.

January 12th, 1824.—On Wednesday, the 24th December, we lost the south-east trade-wind, in lat. $26^{\circ} 0'$ S., long. $91^{\circ} 4'$ W., and from that time until the 6th January we had a continuation of calms. A fresh breeze then visited us from west-south-west, which wafted us to the easternmost island of Juan Fernandez, where we arrived on Tuesday, the 12th day of January, and anchored in a small bay on its north-eastern side, about half a mile from the shore, in five fathoms of water, with the centre of the village bearing west-by-north. The boats were immediately lowered, and the water-casks taken on shore to the watering-place, on the north-west side of the bay, where there is a rivulet of fresh water, of excellent quality.

The two islands discovered by Juan Fernandez, in 1563, are about one hundred and ten leagues from the continent, bearing nearly west-by-south from Valparaiso. The largest of the two, or Robinson Crusoe's Island, where we were now watering, is nearest to the main,

and is therefore called by the Spaniards *Mas-a-tierra*, or "*near the land*," while the other, which lies three leagues farther west, is termed in the Spanish language *Mas-a-fuero*, signifying "*farther off*," or more remote. It was to the eastern or largest of the two that the discoverer gave his own name, and it is this which has become celebrated both in history and romance—in geography and in the drama. This island was so highly spoken of by the early navigators, that it has generally been considered an earthly paradise; but when we say that it is a good resting-place for ships, it receives all the praise that sober truth can award it. It has been occupied for more than half a century by Spanish settlers, who erected a battery and built a small town on it. Since the revolution in South America, the government of Chili have converted it into a kind of state prison, sending such convicts hither as are sentenced to hard labour.

The island of Juan Fernandez is in latitude $33^{\circ} 40'$ S., long. $78^{\circ} 58'$ W., being ninety miles eastward of Masafuero, which is in latitude $33^{\circ} 46'$ S., long. $30^{\circ} 38'$ W. Variation $13^{\circ} 42'$ easterly. Juan Fernandez is of very irregular shape, about ten miles in length, and five in breadth. Some have estimated its length at four leagues. It may be readily known at a distance by its uneven surface, shooting up in many irregular hills. Still it is not so high as its neighbour Masafuero, which, when first seen, presents an even surface of elevated table-land.

The water, as before stated, is convenient, and of an excellent quality, and ships may be furnished with wood at very little trouble. The valleys are swarming with wild cattle, horses, hogs, sheep, and goats. The plains and mountains are well covered with moderate-sized timber, comprising numerous trees of an aromatic character. The myrtle is the only large timber which came under my observation. Pimento and cabbage-trees are common; vegetables and fruit abundant. Here are radishes, water-cresses, parsley, turnips, and purslain. In the valleys and woods fruits grow wild, such as apples, pears, peaches, plums, apricots, figs, cherries, and strawberries. Cedar and sandalwood are found on the mountains, but not of the best quality.

Fur and hair-seals formerly frequented this island; but of late they have found some other place of resort, though no cause for the change has been assigned. Perhaps the moral atmosphere may have been so much affected by the introduction of three hundred felons as to become unpleasant to these sagacious animals. Fish, however, of different kinds, and of a most excellent quality, abound in the waters around the shores of the island. Crawfish are also very plenty. Many aquatic birds visit the west end of this island; and the forests are tenanted with a great variety of land birds of a beautiful plumage. The interior of the island is very much torn to pieces by volcanoes, and exhibits many barren rocky mountains. Yet the valleys are very fertile, producing spontaneously every kind of fruit and vegetable that is common on the Chilian coast of South America.

The eastern side of the island is now tolerably well cultivated, this labour being performed by the convicts who are sent hither from Chili. There were at one time about three hundred of them on the island,

guarded by one hundred regular troops, sent from Valparaiso for that purpose. It was then considered dangerous for a merchant-ship to lie in the bay at night without keeping a good look-out towards the village, with all the crew under arms, as the convicts had already made attempts to cut out vessels lying at anchor, for the purpose of making their escape. They have lately effected their design, seven years since the date of this journal, by seizing the American brig *Anawan*, Captain Palmer, and compelling him to land them at Copiapo, a small port on the coast of Chili.

There is a small island lying off the southern side of Juan Fernandez, called Monkey Key; and another at the south-west side, called Goat Island, about a mile distant, with fifteen fathoms of water between them. It is merely an uninhabited rock, however, not even visited by seals at the present time.

Every schoolboy knows that the island of Juan Fernandez was, for four or five years, the solitary residence of a Scotch sailor, named Alexander Selkirk; he having been left there by his captain, on account of a quarrel between them. It was from his journal that De Foe filched the materials for his interesting romance of *Robinson Crusoe*—a book that has never been equalled in popularity since the art of printing was discovered—a book that has had, and still has, more influence on the minds of youth than ever had the legends of chivalry in Spain, or the dramas of Schiller in Germany.

Many persons, however, are under the impression that Selkirk was wantonly and arbitrarily sent on shore here against his will. Such was not the fact. It was his own proposition to remain on this island, in preference to continuing on board the *Cinque-ports* galley, under a captain who he thought had ill-treated him, though he held the office of sailing-master on board the ship. Captain Stradling consented, and furnished him with the means of procuring the necessaries of life. But when the ship was ready to sail, Selkirk's resolution was shaken, and he eagerly made overtures of reconciliation. Stradling now thought that it was his turn to be obstinate, and refused to receive the recluse on board, but left him alone on this solitary island, far beyond the reach of the sympathies or assistance of his fellow-men. As the last boat left the island for the ship, then under way, his heart sank within him, and every hope expired. Well might he exclaim, in the language which Thompson has put into the mouth of another in similar circumstances—

—————“ I never heard
A sound so dismal as their parting oars.”

But Selkirk was not left here to perish by famine; the means of subsistence were furnished him. There were left with him clothes and bedding, a gun and ammunition, a few books, with certain nautical and mathematical instruments, and some other trifling implements. The island abounded with fruits, vegetables, animals, and all the necessaries of life, in the greatest abundance; and he was sole monarch of the little kingdom. But though he might have thought, as it is beautifully expressed in Cowper's poem on the subject—

"I am monarch of all I survey,
My right there is none to dispute,"

the subsequent sentiment was doubtless more frequently present to his mind:

"O solitude, where are the charms
Which sages have seen in thy face?
Better dwell in the midst of alarms,
Than reign in this horrible place."

For some time after the departure of the ship, he found the solitude of his situation scarcely supportable; and so depressing did his melancholy become, that he frequently determined to put a period to his existence. According to his own account, it was full eighteen months before he became completely reconciled to his singular lot; when he gradually became calm and resigned, and finally happy. He now employed his time in building and decorating his huts, exploring the island, catching wild goats and taming them, with other amusements and avocations, so accurately detailed in the romance that no one could doubt the source from whence the facts were derived. When his garments were worn out, he made others of the skins of such goats as he killed for food.

During Selkirk's residence on this island he caught about one thousand goats, half of which he let go at large again, having first marked them with a slit in the ear. Thirty years afterward, when Commodore Anson visited this island, he or some of his people shot one of these very goats; which I should suppose must have been rather tough eating. After living in this manner four years and four months, Selkirk was at length taken off by an English privateer from Bristol, which touched at the island, with her consort, in the month of February, 1709; but did not arrive in England until October, 1711.

Having been absent eight years, and supposed by his friends to have perished, his unexpected return produced considerable sensation among them. It soon became noised abroad that more than half the period of his absence had been passed on an uninhabited island of the Pacific Ocean, when the curiosity of the public became so much excited, that he reasonably conjectured that he might turn his adventures to some account; and as he was much in want of pecuniary assistance he resolved to try.

He was referred to Daniel De Foe, a young man just then rising into literary celebrity, into whose hands he put his journal for examination; proposing to give him a liberal share of the profits if he would prepare it for the press. After some time, De Foe returned the manuscript, with a discouraging answer, and Selkirk relinquished every hope from this quarter. In a few years afterward appeared a new romance, entitled "Robinson Crusoe," which at once electrified all the juvenile portion of the British nation. With unexampled rapidity this work ran through many successive editions, and was translated into almost every language of Europe. Abridgments, alterations, and bungling imitations soon succeeded; De Foe became rich in fame and wealth, while poor Selkirk, the journal of whose sufferings had furnished him with every important

incident of the romance, was doomed to pine in want and obscurity. The biographers of De Foe have given him much praise for having acted honourably towards his creditors, from whose demands he had been legally released by the statute of insolvency. They say, "Being afterward in a state of affluence, he honourably paid the whole." If this affluence proceeded from the sale of Robinson Crusoe, this compliment to his integrity might better have been omitted.

The time and place of Selkirk's death are not on record ; but it has been asserted, on undoubted authority, that so late as the year 1798, the chest and musket which he had with him on the island were in possession of a grand-nephew, John Selkirk, a weaver in Largo, North-Britain.

I felt almost a romantic interest in examining such places as I knew had been frequented by the recluse, and which had been accurately described in the fiction. The harbour, however, near which he fixed his residence, the better to watch for vessels, is little more than a small cove, not above one hundred and twenty rods wide at its entrance, and entirely open to the easterly winds, from south-east to north-north-east. But the wind seldom blows from these points, except in the winter season. Here, and from the summit of an adjacent eminence, would the wretched man watch the distant horizon, until his eyes and his heart both became insupportably painful. As I descended from the same eminence, I could not help repeating the words I had heard sung somewhere, "Alas ! poor Robinson Crusoe !"

CHAPTER X.

Island of Masafuero—The River Maule—Captain and Crew arrested—A Prison Scene—Symptoms of a bloody Crisis—Amicable Compromise—St. Valentine's Day—Guests of Distinction—A nautical Breakfast strangely interrupted—False Colours—Retaliation, or the Yankee Trick—Arrive at Valparaiso—The Wasp changes Masters—Embark for the United States—Pilot a Ship through Magellan's Strait—Touch at Pernambuco—Arrive at Salem—Gloomy Forebodings, terminating in a fatal Reality—Visit to Stonington—Affecting Meeting—A Father's Advice.

FROM Juan Fernandez we proceeded to the island of Masafuero ; which, though not yet known in romance, has been somewhat celebrated for the immense numbers of seals which have been found on its shores. Three and a half millions of fur-seal skins were taken from this island and sold in the Canton market between the years 1793 and 1807 ; at which time the business was scarcely worth following. But now the island, like its neighbour Juan Fernandez, is almost entirely abandoned by these animals.

The situation of this island is minutely stated in the last chapter. It is of circular form, and about twenty miles in circumference. Its surface is well covered with wood, and is generally very fertile ; although it has evidently suffered from frequent volcanic eruptions.

The climate here is mild, the air salubrious, the weather generally pleasant, and the place every way calculated to promote health. For nine months of the year, the wind uniformly blows from west-south-west to south-east; but in June, July, and August, it blows fresh from all points of the compass, attended with much rain and thick weather; particularly when it blows from a northern quarter.

There are a great many goats on this island, the flesh of which is very tender and palatable food; this is doubtless owing to the richness and sweetness of the grass and other vegetables on which they feed, they being of the finest flavour and highly nutritive. The forests abound with land-birds of beautiful plumage, and sea-birds visit the shores in great numbers. But Ireland itself is not more exempt from serpents and reptiles of every description than is the island of Masafuero.

Wood and water can be obtained here from the east side of the island, with very little trouble, and a place called *the landing* is the most convenient for taking off the water. This may be easily recognised by a single rock, on the southern part of the island, appearing at a distance like a sail. A little to the north of this rock, by following the shore, a small gravelly cove will be found, with some small sand-beaches. At this place is the best water to be found, and the most easy to procure; although it cannot be seen from the ships, as it flows in a gully of some depth. The cove is small, and may be known by a ridge of stones piled upon the shore. In the winter season, good water is found in all the gullies on the north and east sides of the island. Fish of a good quality abound in the water near the shore, and may be easily caught with a hook and line.

In approaching this island, there are no dangers which extend over half a mile from the shore. On the west side there is a rock, one mile from the shore, about the size of a ship's deck, with twenty-two feet of water over it at low tide. This rock is not indicated by any symptom on the surface, except in very bad weather. From the north-west point a reef extends out about half a mile. Bring the north-west point to bear west, and you may anchor in twenty fathoms of water, sandy bottom, about one mile off-shore.

The first ship that ever took a cargo of fur-seal skins from this island for the Canton market, was the *Eliza*, Captain Stewart. From that time to the year 1807, there were constantly more or less ships' crews stationed here, for the purpose of taking fur-seal skins; a part of which time there were from twelve to fifteen crews on shore at the same time, American and English.

January 16th.—The boats which I had sent in search of seal when I first arrived at this island, returned on the evening of Sunday, the 16th, at eight, P. M. During their absence, they had pulled all around the island, but only succeeded in taking thirteen fur-seal skins. They had, indeed, seen about fifty seals on the rocks, which they could not get at. At nine, P. M., we got under way, and steered for the river Maule, on the coast of Chili, about half-way between Valparaiso and Conception; having a fine breeze from south-south-west, and fair weather.

January 19th.—On Wednesday, the 19th, at eleven, A. M., we cast anchor in the river Maule, about one mile within its mouth, in three fathoms of water, muddy bottom, sheltered from all winds. This river rises among the mountains of the Andes, and runs nearly a westerly course until it empties into the Pacific, in lat. $34^{\circ} 50' S.$, long. $72^{\circ} 18' W.$

At the mouth of this river there is a bar, covered by thirteen feet of water in spring tides; the channel is also narrow, as a cable would reach across it; but immediately within the bar, the breadth of which is not over half a cable's length, there is four fathoms of water, and the same depth continues nearly two miles up the river. Vessels on this coast which require to be overhauled and repaired will find this port very convenient for that purpose; as there is a fine ship-yard here, where many small vessels are built, and some even of three hundred tons. Here is every facility for heaving-out vessels under two hundred and fifty tons, in order to search for leaks, and make any repairs that may be found necessary.

The entrance to the river Maule is easily distinguished by a remarkable monument, which nature has erected, about one hundred yards from the shore, and about seventy-five yards south of the channel. This is a mass of white marble, or of some species of rock which has that appearance, rising about seventy-five feet above the level of the sea. When seen from the offing, it bears so striking a resemblance to a stone church, that it has acquired the appellation of "*Church Rock*," and is so named on the charts. This rock is about two hundred and fifty feet in length, from east to west, and about seventy-five feet in width. The interior of its base is a spacious vault, into which the sea flows through three arches at its western end. Hair-seals find this recess a very convenient retreat from the ocean, in which they are not exposed to their enemy, man. The roof of this edifice is also peopled with living creatures; it being the resort of a species of white sea-fowl, which resembles the dove in shape. Thus bountiful nature not only feeds and clothes the humblest of her offspring, but also erects marble palaces for their accommodation. "*Church Rock*" is certainly a great natural curiosity.

On the south side of this river, about two miles from its entrance, stands the town of Chanco; and on the opposite shore there is another called Artillero. About sixty miles farther up the river is the celebrated ancient town of Talca.

These places are all small; as Chanco, the largest of the three, only contains about fifteen hundred inhabitants; who are a very industrious people, building ships, and cultivating their plantations; the latter being in many instances very handsomely arranged, particularly those which lie on the banks of the river. Among their productions I have noticed wheat, maize, pease, pineapples, oranges, lemons, citrons, apples, pears, peaches, quinces, melons, and strawberries, all of the largest size and best quality. Among the animals which abound in this neighbourhood are black-cattle, sheep, and hogs, which can be procured at a very reasonable price. Poultry of every kind is cheap here; while teals and wild ducks may be shot in any quantity,

about ten miles up the river. From the channel of the river may be caught a great variety of fish, either with a seine or a hook and line.

As soon as we had moored the vessel, we commenced overhauling her sails and rigging, which had become considerably impaired since our refitting at Coquimbo, in the preceding August, as mentioned in Chap. VIII. We also cleared out the hold, and resalted our seal-skins; while a part of the crew were cutting wood, and others were engaged in scraping and repainting the vessel. These necessary duties were not completed until the 13th of February, when we once more found ourselves in readiness for sea. But owing to the neap tides, and the filling up of the bar, which left but six feet of water above it, we were compelled to delay our departure for a short time.

February 13th.—As the crew required a little relaxation, I now gave them liberty to go on shore, and enjoy a stroll about the town and the adjacent country. At about five o'clock in the afternoon, I also went on shore myself, for the purpose of calling on a friend of mine who resided there; an English gentleman, by the name of Henry Williams, Esq. The moment I landed, I learned that the governor had just arrived in town, it being his first appearance there since I had been in port. I therefore informed my friend Williams that I thought it proper to pay my respects to him immediately. He agreed with me that such a step was strictly in accordance with etiquette, and would be received as a compliment by his excellency.

We accordingly set off together for the governor's palace; but had scarcely proceeded fifty rods, before we were met by a military guard, commanded by a sergeant, who ordered me to accompany them to the guard-house, without assigning any reason for such an arbitrary procedure, except that he was acting according to orders. This, I thought, was meeting my intended civility with a vengeance, and astonished as I was, I could not forbear asking my friend if this was a specimen of the courtesy and etiquette to which he had just alluded. He, however, was as much surprised and chagrined as myself; and told the officer that he should accompany me, and demand an explanation of the governor.

The guard-house, as this fellow called it, was neither more nor less than a prison, and the reader may guess my astonishment, when, on entering its gloomy walls, I found twenty-two of my crew, as fine fellows as ever fought for "*free trade and sailors' rights*," seated around in different parts of the room, under guard like myself, and the governor sitting as judge and jury. My English friend was at my side, and as we advanced, his excellency made an attempt to rise and bid me welcome. By this time, however, I had received some significant glances from my brave men, accompanied with such meaning gestures as could not be misunderstood, each man having his right hand in his bosom. I instantly saw how the land lay, and knowing the mettle and fidelity of my men, I turned my back on his excellency, without deigning to notice his proffered courtesy, and addressed my men—"Well, my lads, what are you doing here?"

Every one was on his feet as I spoke, and each had, as it were

imperceptibly, placed himself by the side of a soldier. In reply to my question one of them said, with an emphasis of much meaning, "We are doing nothing at *present*, captain, but shall *soon* be very busy."

I told them to attempt nothing without my orders, as I hoped to obtain justice without proceeding to extremities. "Should this not be the case," I added, "the signal word will be *liberty or death!*" I then turned to the governor, and accosted him in a tone which I thought suitable to the emergency, and in his own language.

"By what authority, sir, do you commit this outrage? And for what cause are my crew and myself dragged within the walls of this prison? This question, sir, requires an immediate answer."

The governor replied, that it had been reported to him that my vessel was a Spanish privateer; and that he should detain us until he was satisfied to the contrary. I rejoined that my crew were all American and English seamen; that the *Wasp* sailed under the United States' flag; a flag which could never be dishonoured with impunity; and that I was determined not to be trifled with. I therefore demanded that my crew should be instantly liberated, and allowed to go on board the vessel unmolested, or some innocent blood would be spilt in a very few minutes.

I now advanced to his excellency's elbow, and laying my hand on my dirk, continued—

"You see these gallant seamen, sir—lads that never knew fear—each with a trusty weapon in his grasp—there are twenty-two of them—see how their eager gaze is fixed on me—were I to pronounce one word, or make the slightest signal, these twenty-two freemen, sir, would instantly assail your garrison. But to show you that I do not wish to see blood spilt when it can be avoided, I consent to remain on shore this night, if my crew are immediately set at liberty."

My friend Williams here stepped forward and offered to give security for ten thousand dollars, if it was required, that I should remain on shore until the governor was satisfied respecting the character of the *Wasp*. To this proposition his excellency now readily acceded, and in a few minutes my crew were all on board. The governor then expressed his regret at what had occurred; and assured me that nothing was farther from his intentions than to insult the flag of a friendly nation, or to be deficient in the rites of hospitality. He therefore insisted that Mr. Williams and myself should accompany him to his residence, and drown all animosities in a cup of tea. We did so; and the evening was passed in a very social friendly manner.

February 14th.—On the following morning, in conformity to previous arrangements, the character of my vessel was to be ascertained by actual and personal inspection; and my friend Williams volunteered to forfeit his whole fortune if every thing was not found to be correct on board the *Wasp*. Accordingly, at half-past seven o'clock, the whole party was ready to proceed, consisting of the governor, the collector, the captain of the port, the general, and several merchants of the first standing in the place, together with my English friend and myself. On reaching the vessel they were received with a

salute, and every other testimony of respect which national etiquette has rendered customary on such occasions. After showing them every thing worth seeing on deck, with which they appeared much pleased (as the vessel had just been thoroughly repaired, and every thing was in order), I directed their attention to our national flag, which was proudly waving at the main-royal-mast head. The American stars, of course, received some compliments from my honourable guests, to which I made a suitable reply, and led the way to the cabin, where as good a breakfast as their market could furnish was smoking on the table.

In a few minutes we were all seated at the breakfast-table, directly over which was a large sky-light, now uncovered for the benefit of the fresh air. Through this spacious opening my guests frequently gazed upwards to the star-spangled banner waving over their heads, and always with some allusion to the glorious cause of liberty. Pleasure beamed in every eye, and every visage glowed with jocular good-humour and the ardour of patriotism.

We had probably been thus engaged for about fifteen or twenty minutes, when the sudden report of one of our guns startled every man at table like a shock of electricity. All eyes were turned upwards, and were almost blighted at the spectacle they beheld. The banner of despotic Spain was now waving where the flag of freedom had just before been seen. Every one of my thunderstruck guests dropped his knife and fork in dismay, and some of them started from the table and attempted to rush upon deck. But they found the companion-way guarded by a double sentry, who permitted no one to pass. All now resealed themselves in silent consternation, while every eye was directed to me for an explanation. I first broke silence in the following words:—

“Gentlemen, you are all prisoners of war to the Spaniards; captives under that flag from which you have wickedly revolted. Now mark me! Unless you ransom yourselves in two hours, with the sum of ten thousand dollars, I shall take you all to Chiloe, and deliver you up to General Quintenela.”

So soon as they could recall their scattered senses, they saw the reasonableness of this proposition, and called for pen, ink, and paper, to execute draughts for the sum required. When I had enjoyed their perplexity for some minutes, I thus accosted them:—

“Gentlemen, yesterday you saw fit to practise a very serious joke upon me; this morning, being the feast of St. Valentine, has furnished me the opportunity of a pleasant retort. Myself and crew were last evening in your custody—you are now in mine. I have had my revenge without bloodshed. We are once more on an equal footing. The star-spangled banner of my beloved country is again floating over us. We are all freemen—we are all republicans. So, gentlemen, if you please, we will resume the pleasures of the table, and finish our breakfast with renewed appetites, and the same good-humour which distinguished its commencement.”

This unexpected explanation instantly restored every thing to its original state of harmony and jocularly. Every face glowed with pleasure, and every eye beamed with amity and confidence. All united

in confessing that this was the pleasantest breakfast they ever partook on shipboard.

In due time I accompanied my guests on shore; and on the same evening the governor gave a splendid ball in honour of the "*Yankee joke*," as he called it, at the same time informing his guests, that as the festival of St. Valentine had been commenced with a breakfast on the water, he was determined to have it concluded with a supper on shore. From this time to the day of our sailing we were treated with the most marked attention and respect by all classes, from the highest to the lowest.

February 22d.—The river continued closed until Saturday the 21st, when we put to sea, and steered for Valparaiso, where we arrived on the following day, and at 3, P. M., came to anchor in five fathoms of water, sandy bottom. After paying the necessary visits on shore, I found an opportunity of shipping my cargo of seal-skins to the United States, by the ship *Endeavour*, of Salem, Captain Elwell; I then sold the *Wasp* to Mr. Hogan, the American consul; taking in payment bills on the United States.

February 28th.—Having completed all my business, and taken passage for my crew to the United States, I took leave of my worthy friend Hogan, and went on board the ship *Endeavour*. On Saturday, the 28th, at 11, A. M., we weighed anchor and put to sea, bound for home, from which I had now been absent one year and eight months, without hearing a word from my family. I could not help experiencing some sensations of regret in taking leave of my faithful little bark, the *Wasp*, which had safely carried me through so many dangers and difficulties. It was like parting with an old friend, or quitting a scene to which we have long been attached, and with which are associated many interesting reminiscences.

Our passage to the Strait of Magellan was much retarded by the prevailing southerly winds, so that we did not make Cape Pillar until the 20th of March. On the following day, at 1, P. M., we entered the strait, with the wind from south-south-west, and fair weather. On the 22d, at 12, M., we were nearly abreast of Port Famine, where we took the wind from north-east, attended with fog and light rain. This weather continued for about thirty hours, when the wind changed to the south-east and south-south-west.

March 24th.—Having taken leave of the strait at Cape Virgin, we now once more found ourselves in the Atlantic Ocean, the *Endeavour* being the first American *ship* that had ever made this passage. Many of the natives were seen on this occasion, making their smokes and inviting us to land; but knowing that they had no articles of trade, Captain Elwell declined having any intercourse with them. Nothing occurred on this passage to change my previous opinion of the safety and facility with which this strait may be navigated by vessels of any size, which in clear weather may run day and night. Captain Elwell observes that there can never be any sea to injure a ship lying at anchor in any part of the strait; as the fresh-water grass grows within a few inches of high-water mark, and the sand and pebbles on the

shores have never been disturbed by the agitation of the seas breaking against the beach.

We continued on our passage, making all the easting that was necessary before we took the south-east trades. Variable winds and occasional foul weather attended us, until Monday, the 12th of April; when, being in lat. 23° S., long. 28° W., we took the north-east trade-wind; and on the following day passed between Trinidad and Martin Vas Rocks. Trinidad Island lies in lat. $20^{\circ} 32'$ S., long. $29^{\circ} 14'$ W. Large Martin Vas Rock is in lat. $20^{\circ} 29'$ S., long. $28^{\circ} 50'$ W. Variation, $3^{\circ} 17'$ W.

April 20th.—We now shaped our course for Pernambuco, with a fine breeze from east-south-east, and fair weather. This continued until the 20th of April, when we arrived at Pernambuco; and at 4, P. M., we went in with the boat to the guard-ship, lying in the inner harbour, to obtain permission to land. Our application was unsuccessful, however, and we were obliged to return to our ship again. On the following day we again set sail, steering for the north, with a fine breeze from east-south-east. Salem, in the state of Massachusetts, being our port of destination, we made no unnecessary delay in the passage, which was attended with variable winds, calms, storms, rain, and sunshine, and terminated on Tuesday, the eighteenth day of May, being only twenty-seven days from Pernambuco.

May 18th.—The sight of one's native land, after a long absence in a foreign clime, is generally calculated to exhilarate the mind, and fill it with a thousand agreeable images and associations. Such was the effect produced on the present occasion with every individual on board the Endeavour, myself alone excepted. For the last four-and-twenty hours, my spirits had been unusually depressed. A vague indefinite idea of some impending calamity hung about me like the nightmare, and the more I strove to shake it off the heavier it became. The cheerful animated faces around me only tended to deepen the gloom of my own sickening fancy, which was teeming with forebodings of the most sombre character. On entering the harbour of Salem, the same feeling continued; and neither the raillery of my companions, the bustle of mooring, nor the welcome and congratulations of former acquaintances, could throw a gleam of sunshine through the thick cloud that depressed me.

It was about 9, P. M., when I landed, and was met on the pier by the owners of the ship, Messrs. Silsbee, Pickman, and Stone, who appeared to be in excellent spirits, and were very inquisitive to learn the cause of my dejection, on returning in health and safety from a long and lucrative voyage. I told them that I was as much at a loss to account for it as themselves; and could only attribute it to solicitude respecting my family, from whom I had not heard a single word during the whole period of my absence, which was nearly two years; and that I should await with extreme anxiety the arrival of letters from Stonington.

In due time a letter came. I was pacing my room alone, lost in deep reflection, when a servant entered, and put it in my hand. The post-mark was Stonington—the handwriting was my father's. I hastily turned it, and a large black seal almost blasted my eyesight. The servant had departed, and for some moments I stood

gazing at the seal, without sufficient resolution to break it. At length a silent monitor within me seemed to say, in a tone of reproach, "Are you not a man?" I rallied my senses, and exclaimed aloud, "Yes, I *am* a man, and one whose firmness is not to be shaken by danger or affliction, come in what shape they may. All that man can bear I can suffer with calmness."

The utterance of this vaunting speech instantly stilled the violent tremor of my nerves, and restored my wonted coolness. My hands trembled not as I broke the sable seal—I was perfectly calm and collected while I opened and unfolded the letter—my lips quivered not as I read the date and the words "My dear Son." I dropped my eyes to the fourth line below—a cloud came over the rest—and where was my boasted manhood?

* * * * *

My wife and two children—comprising all my little family—were no more! They had for some time been mouldering in the dust, and I knew it not! I was alone in the world! like a tree on the desert, stripped of its branches! I had long anticipated a joyous meeting, and this was the result! I remember heaving a groan—almost a shriek burst from my bosom. The rest is all a blank.

I afterward learned that some of the family entered my room for the purpose of summoning me to tea, in about an hour after the servant had delivered me the letter. They found me seated in an arm-chair, as they thought, a lifeless corpse. Their screams of terror soon brought the rest of the family to the scene of alarm, and the usual restoratives were promptly applied. Medical aid was procured as speedily as possible; and in about an hour I began to evince some indications of returning consciousness. At half-past seven my sight and recollection partially returned. I saw about a dozen people of both sexes about me, but could not for some time fully comprehend my real situation. When I did awake to a full sense of it, my reason was shaken from its throne, and they say I raved like a maniac—alternately calling for my wife and children to come to me, and relieve me from my torments. This paroxysm, however, was of short duration, and I gradually became more rational and calm. I now perceived that every eye in the room was streaming with tears, except my own. Mine were dry and hot, and my throat was parching.

Explanation was unnecessary: they had seen the fatal letter lying on the floor, and a very natural and pardonable curiosity had prompted them to seek in that for the cause of my situation. Their sympathy operated like a cordial to my feelings; and now, for the first time, I could have wept—but the idea of its being unmanly prevented me—and this unnatural struggle against overpowering feelings procrastinated my recovery, and might, in fact, have been the proximate cause of my fit in the first instance. But I had imbibed from my earliest infancy an idea, very prevalent among the hardy sons of New-England, especially those who are destined to buffet the billows of Neptune, that a tear on a masculine cheek evinces a weakness incompatible with daring enterprises. I know it is an error; but it is one that has assisted in making many fine seamen and excellent soldiers. I have often suffered

from adhering to it, as in the present instance. A paroxysm of tears would have restored me to my usual calmness ; but then I dreaded the blush that must follow, when the cheek was dry.

As soon as my throat became sufficiently relieved, and I dared to trust my voice, I thanked my friends for their attention, and assured them that I did not apprehend a relapse. I then sank back in my chair, and breathed a silent ejaculation to an ear that is never closed to the aspirations of sorrow and humility : "Thy will, O Lord, be done. Pardon a worm of the dust for presuming to murmur at thy righteous judgments. O graciously sanctify this affliction to my soul, that it may be good for me to have been afflicted. Give me strength to endure the struggle with manly fortitude, and even with gratitude. Shall not the Judge of all the earth do right ! Have mercy upon me, for I am weak—thou knowest that we are but dust. They are not dead—they live in heaven ; and O grant me grace still to endure the trials and troubles of this transitory life :—I ought not to wish them back to share in such troubles, but manfully to wrestle alone. Misfortunes, dangers, hardships, and disappointments have, for some gracious purpose of thy divine providence, attended me from infancy to the present hour. Teach me to be resigned—grant me grace to be thankful."

Though I am ashamed to shed tears, I am not ashamed to publish to the world that the above humble ejaculation, rather thought than whispered, instantly restored my mind to calmness and serenity. Should any doubt it, I advise them to try the experiment in sincerity ; they will then doubt it no more.

The unaffected sympathy of my noble-hearted tars also afforded me much consolation ; I mean such as returned with me to the United States, three of whom are now residing in the city of New-York, viz. Messrs. Charles Cox, William Cox, and John Simmons—as worthy, manly, and brave men as ever sailed under the flag of any nation. The same remark will apply, with equal justice, to two young gentlemen, named Pratt and Murray, of Connecticut. As soon as they heard of my affliction, they came to administer consolation, and bind up the wounds of my heart. They were not Job's comforters.

The Wasp's cargo of seal-skins, brought home in the Endeavour, consisting of about seven thousand, was soon landed in the best order ; and in a few days afterward two of the owners, Messrs. Rogers and M'Intyre, who came on from New-York for the purpose, caused the whole to be sold at public sale, the proceeds of which gave them the most entire satisfaction.

These gentlemen then requested me to accompany them to New-York, and select any vessel which I considered suitable for another voyage of two years or upwards to the Pacific Ocean, which they would immediately purchase and commit to my charge. I readily acceded to the proposal, for home had now few charms for me, since the tenderest ties of my heart had been severed by the king of terrors. One sacred duty, however, was first to be fulfilled. This was to visit my aged father, who had also drunk of the cup of affliction to its very dregs. Accordingly, as soon as my business was all settled in Salem, I lost no time in proceeding to Stonington.

I found my father in good health ; but our meeting was painfully affecting. Such scenes can better be imagined than described. I thought that I had screwed my "courage to the sticking-place," and that it could not fail. But I was mistaken. I gave him my hand with a determination to betray no emotion, and to keep my feelings in complete subjection. He grasped it convulsively, and essayed to speak—but he was too much agitated. He turned away his face to conceal his tears, which were now falling like rain. I could play the stoic no longer. The sobs of anguish were tearing his aged bosom. I threw myself in his arms, and we wept aloud.

My father was the first to rouse himself from this temporary "melting mood," so unusual to us both, and soon became calm and composed. He made an effort to speak, and succeeded.

"My son," said he, "this must not be. It is wrong to murmur against the dispensations of a merciful Providence, who orders every thing for the best, and who only chastens those he loves, for the gracious purpose of reforming and making them eternally happy. 'The Lord gave, the Lord hath taken away, and blessed be the name of the Lord.' Those who aspire to perform great actions should never suffer any relaxation in that mental discipline which keeps the passions in subjection. You were born for higher purposes than to play the woman. The ambitious and daring spirit which you have ever evinced from early childhood—your recklessness of danger—your love of travel, and enthusiastic devotedness to every manly pursuit in which you engage,—are all favourable indications of future success and honour. Such used to be the theme of your boyish prattle ; and I trust your juvenile dreams may be yet realized.

"You therefore should never give way to those sensitive feelings, which, however natural and amiable in themselves, are only becoming, as to outward expression, in females, infants, and the aged. Men of enterprise and ambition should always retain their presence of mind in the most trying emergencies, whether of trouble or of danger. As it is said in one of our beautiful hymns their fortitude should remain unshaken,

Though earth were from her centre toss'd,
And mountains in the ocean lost,
Torn piecemeal by the roaring tide.'

"This, my son, is my advice ; and may I never again thus see you off your guard. For me there is more excuse. I am old—and you know, Benjamin, that *my* afflictions are of no ordinary kind. To lose wives and children in the ordinary course of nature can be borne with humble resignation. But to lose a wife—to lose sons as I—" Here the poor old man was obliged to change the subject, and it was several days before he ventured to renew it.

In the mean time I recounted to him and the rest of the family all the little incidents of my wanderings for the last two years ; and made them acquainted with the arrangements I had made for another voyage of equal length to the Pacific Ocean. The allotted period of my visit soon expired ; but previous to my departure for New-York, my father

resumed the broken thread of his former discourse, nearly in the following words, which are deeply engraven on my memory :—

“ My son, as you are about to embark on another long and perilous voyage, I wish you to pay attention to my counsel ; for age and experience, as well as my parental relationship and singular misfortunes, all entitle me to the privilege of giving you advice. I have lived long, and suffered much. I have never wronged any person, knowingly, of the value of a cent. I have never passed the poor and distressed without giving them such assistance as was in my power, without neglecting duties of equal importance. I have, at times, accumulated a great deal of property, by hard labour and honest industry. This has been again wrested from me, often by the deceit, fraud, and villany of my fellow-creatures—sometimes by the remorseless elements. I have lost nine of my family by death ; six of whom, including your mother, were drowned at different times. In short, a minute history of my misfortunes would fill a volume. I have borne up against the weight as well as I could ; and yet it is pressing me towards the grave. I believe, however, that there are thousands in the world who would have sunk under the load, and embraced despair. But my trust is in One that cannot err. ‘ Though he slay me, yet will I trust in him.’

“ Thus, my son, you see the advantages of manly fortitude ; and whatever your troubles or condition may be in this life, let this short precept be your constant guide—‘ Do your duty to-day, and leave the morrow to Heaven.’ Do to others as you would have others do to you under similar circumstances. Be just and humane to all, particularly to those who are subject to your power. Treat your seamen kindly, and they will serve you with the greater fidelity. Remember that the meanest individual has feelings that ought to be respected ; and that we shall all one day meet where the servant will be equal to his former master. Distress no man. Be charitable to the poor, the widow, and the orphan.

“ As a ship-master, my son, never forget that you are the steward of others’ property, and that he who is not faithful over a little will not be faithful over much. Exert yourself for the interest of your employers. Shrink not from hardships or dangers. Be not lifted up in prosperity, nor meanly depressed in adversity. Be bold and cheerful in all conditions of life. Treat every man with the respect due to his real merit. Be gentle and easy in your manners. Speak evil of no one. Shun intemperance as you would a Norwegian whirlpool ; for, once within its fatal vortex, there is no escape for body or soul. Shun bad company. Love your Creator, and fear to offend him. Do all the good you can for your fellow-creatures. Be one of the foremost in defence of your country’s liberty and honour. Never let passion become the master of your reason ; for this is tolerating a mutiny more dangerous to your own welfare than that of a rebellious crew. He is not fit to command a great ship who has not first learned to command the little cock-boat of his own heart.

“ In the hour of danger, my son, never allow yourself to become confused ; but be always calm, cool, and deliberate ; for where there is confusion there is always danger of error in judgment. Be decisive

in your plans, and have confidence in your own decision. Bully no man—injure no man—fear no man. Thus, my son, you have the counsel of your aged and affectionate parent; one that is acquainted with sorrow, and familiar with grief. May Heaven have mercy on you, and prosper you in all your just and lawful undertakings.

“One more suggestion, and I have done. He that would lead a life of usefulness must live for others, and not for himself; and that you are destined for such a life is plainly indicated by the physical and moral gifts with which you are endowed. Unavailing and unmanly grief is incompatible with a proper exercise of these faculties, and destroys the powers of usefulness. Overcome yours, my son, and labour to forget its cause as soon as possible. The most effectual antidote that can be recommended to a man like you, in the prime of manhood, with considerable property, and no incumbrances, is to unite the broken cord of affection to the heart of another. A speedy second marriage would restore your happiness, and extend your usefulness. You would then have an additional inducement to achieve noble projects, and a centre point of attraction to call you home, when your duties were accomplished.”

SECOND VOYAGE

TO THE

PACIFIC OCEAN, SOUTH SEAS, &c.

CHAPTER I.

Preparations for the Second Voyage—The Schooner *Tartar* selected and purchased for the Purpose—A Matrimonial Contract—The Voyage commenced—Island of Fernando Noronha, and the Roccas—Bahia, or the Bay of All Saints—City of St. Salvador—Directions for entering the Harbour—Sail from Bahia—Island of St. Catharine's—Island of Lobos—Rio de la Plata—Monte Video and Buenos Ayres—The Falkland Islands—Strait of Magellan—Peninsula of the Three Mountains—Social Affections of Seals—Moral Reflections.

IN pursuance of previous arrangements, I proceeded to New-York, and immediately called on my former employers, Messrs. Byers, Rogers, M'Intyre, and Nixon, who requested me to look about among the shipping for a suitable vessel to perform the contemplated voyage. Finding no one in the port of New-York which exactly pleased me, I proceeded to Philadelphia, and from thence to Baltimore; but with no better success. I had the good fortune, however, to return to New-York just as the schooner *Tartar* arrived from Curaçao; a sharp fast-sailing vessel, of one hundred and fifty-four tons—in short, the very craft I wanted.

I hastened to inform the above-named gentlemen of my success, who immediately struck a bargain for the *Tartar*, had her newly coppered, and in every respect completely equipped for a long voyage. Provisions, salt, and every thing necessary or convenient for the enterprise were liberally furnished by the owners; so that on the 18th of July, 1824, the *Tartar* was lying in the North River, in every respect ready for sea.

Constant activity, the bustle of business, and the natural excitement of my present occupations, afforded very little room for melancholy reflections; especially as every hour's relaxation was spent in the cheerful and affectionate society of my sisters, my cousins, and a few of their fair and amiable friends. One of these pretty cousins had long been a favourite with us all. She was a sprightly, amiable little girl, not yet quite five years in her teens; and possessed the rare faculty of winning the affections of all around her. I had often in jest, when I had nothing to bestow, promised to make her my heir; and I now

formed the resolution of doing so in earnest; all my nearer relatives being sufficiently provided for. I was on the eve of a long voyage; life was uncertain, and if it should be the will of Providence to arrest my earthly career while at a distance from my native land, I should, at least, have the consolation of reflecting that my pecuniary affairs at home were all arranged according to my wishes.

The more I reflected on this subject, the more I became convinced of its propriety; and when it presented itself to my mind as it oftentimes did, in connexion with the parting advice of my father, I contemplated its features with a still deeper interest. On such occasions, I very naturally asked myself, "Why not seek to unite the broken cords, spoken of by my father, to this amiable heart, where the purest affection already exists? Why may I not find here that centre-point of attraction which is to correct and restrain the eccentricity of my wanderings? Two years hence, if I return in safety, I shall find Abby Jane a full-blown flower, instead of an opening bud; the staid woman instead of the laughing girl. A woman, too, every way calculated to make me happy. If I live to come back, and Abby Jane be still free, I shall certainly seek to win her. But two years is a long time, and she may then be another's! I know of no female like her. So mild, so gentle, so amiable, so affectionate to her relatives, so lenient to the failings of others, so benevolent to the poor, so soothing to the afflicted, so consoling to the mourner. I could not resign her to another, unless, indeed, she loved another. Her affections are now free, but will they remain so? Before I sail I must solicit her promise to await my return. She will then be marriageable, and of sufficient maturity to become the mistress of a family. I will make the trial."

I will not tire the reader with particulars. Let it suffice that I "wooed and won;" I obtained the desired promise—

"She loved me for the dangers I had passed,
And I loved her that she did pity them."

I now resolved, previous to my sailing, not only to give her a legal claim to my little property, but also, at the same time, to interchange the most unequivocal testimonials of our mutual sincerity, by having the marriage ceremony actually performed in the presence of our friends. This was done. The solemn contract was ratified at the hymeneal altar. I then committed my virgin bride to the care of her friends; gave her a chaste parting kiss, and it was nearly two years before I saw her again. It was then I followed the advice of my father, and have ever since blessed the hour that I did so. I flatter myself that Abby Jane will cordially reciprocate the same sentiment. She is every thing that a wife and a mother should be. But enough of my own affairs.

July 19th, 1824.—The Tartar, as before stated, was ready for sea on the 18th day of July. On Monday, the 19th, I went on board, and at one, P. M., we got under way, and proceeded down the bay, with the wind from south-south-west, and fair weather. At seven, P. M., we discharged the pilot; and at nine, took our departure from Sandy

Hook light, bearing north-west-by-west, distant two leagues; with a fine first-rate vessel under our feet, and a strong healthy crew of twenty-three men, including officers. The crew were mostly young men, active, enterprising, and chivalric; reckless of danger or hardships, and ready for adventure of any kind, that was lawful and honourable.

July 31st.—We steered a south-easterly course with light variable winds, and generally fair weather. On Saturday, the 31st, we took the north-east trade-winds, from east-north-east, and squally; being then in latitude $30^{\circ} 0' N.$, long. $52^{\circ} 0' W.$ from Greenwich. On the following day the wind freshened, and hauled to east-by-south, from which quarter it continued to blow with little variation, but very light, for more than a fortnight.

August 15th.—We finally lost the north-east trades on Sunday, the 15th of August, in latitude $7^{\circ} 10' N.$, long $43^{\circ} 15' W.$ From this time our course was much retarded by calms, occasionally interrupted by light breezes or squalls from south-south-west to south-south-east, attended with heavy falls of rain. We took every advantage that was possible of these winds to make southerly, so that twelve days more brought us to the equator.

August 27th.—On Friday the 27th, we crossed the equinoctial line in long. $30^{\circ} 23' W.$ At eight, P. M., we took the wind from south-east and fair weather. The usual ceremonies were of course observed on this important occasion.

August 30th.—On Monday, the 30th, we were close in with the west end of Fernando Noronha, an island in the South Atlantic Ocean, about sixty-seven leagues from the coast of Brazil, lying north-east from Cape St. Roque, in latitude $3^{\circ} 55' S.$, long. $32^{\circ} 29' W.$ This location refers to the centre of the island, which is about seven miles long, and two or two and a quarter broad. This island was formerly appropriated by the Brazilian government to a like purpose with that of Juan Fernandez by the government of Chili; viz. for a place of exile for their vilest criminals, guarded by a garrison of regular troops. This may account for all its little sandy bays and anchorages being defended by forts. At present it is inhabited by about two hundred colonists, sixty of whom are soldiers.

This island is distinguished by a high rocky peak on its north side, called the *Pyramid*, which appears very rugged and barren; and is rendered still more remarkable by its south-west point, called the *Hole in the Wall*, which is pierced through, giving a free passage to the sea. On the south side is a little rocky isle, strongly resembling a statue. When viewed from a distance, the Pyramid has the appearance of a very high steeple or tower.

Vessels employed in the southern whale-fishery often stop at this island to procure supplies of cattle, sheep, poultry, wood, water, &c. The latter, however, is frequently very scarce; owing to the rivulets being all dried up by the drought at particular seasons of the year, when vegetation also becomes parched and destroyed. Though this is no uncommon occurrence, it is neither periodical nor regular. There are but few vegetables to be procured here in the best of seasons, but

there is always an abundance of live-stock and fish, with an immense quantity of doves. Wood may be obtained here, but with some difficulty, as there is danger of staving the boat which brings it off, it being nearly as heavy as so much iron, and sinking in the water with equal rapidity.

On approaching this island, the navigator will find no soundings until close aboard of it. There is no invisible danger near it except on the south side, where there are some rocks between two and three miles from the shore; and off the south-west point, where there is a rock at the distance of one-fourth of a mile. The principal anchoring place is on the north side of the island, being sheltered by the north-eastern land and several little islands in that direction. Here a ship may anchor, in from ten to twelve fathoms, loose sandy bottom, at about half a mile from the Citadel Point, which is the nearest shore. There are three months, however, in which the northerly and north-west winds prevail, when it is not safe to lie close in. These are the months of January, February, and March. During the rest of the year the winds are mostly from the south-east and east; sometimes north-east.

The southern extremity of the island is called Tobacco Point, from which a reef of rocks extends half a mile to the south, even with the surface of the water. Two miles and a half south-east-by-east from Tobacco Point there is a rocky reef on which the sea always breaks. When in a line with these rocks the Pyramid is shut in with the highest hill on the south side of the island. Between this reef and the shore there is a channel of from ten to fifteen fathoms.

About seventeen leagues westward of Fernando Noronha are some reefs or keys, called the Roccas, lying in latitude $3^{\circ} 52'$ S., long. $33^{\circ} 21'$ W. Variation $4^{\circ} 42'$ W. These low keys or islets are very dangerous, being sandy spits or banks formed upon coral reefs, with a little brush or shrubbery growing upon them. They are not discernible in a fine clear day from the mast-head at a greater distance than three leagues, and are distinguished by a high rock at their north-east extremity. When within two miles of them, the water shallows gradually from thirty to five fathoms, within a cable's length of the shore, coral bottom.

Here the current generally sets to the westward, at the rate of one mile and a half an hour. On these reefs, in 1805, two of the East India Company's ships were lost, being deceived by the currents, which have been known at times to run for a day or two at the rate of three miles an hour, in the direction of west-north-west. The tide rises and falls here about six feet. I landed on these keys in 1822, and found perfectly smooth landing on the west side of the large one.

September 5th.—We left Fernando Noronha, on Tuesday, the 31st of August, with a fine breeze from east-south-east, and on Sunday the 5th of September, cast anchor in the Bay of All Saints, in the Brazilian Province of *Bahia de Todos Santos*, of which the city of St. Salvador is the capital. At nine, A. M., we were safely moored in five fathoms of water, between Fort do Mar and the city. "Here," says Lindley, in his *Voyage to Brazil*, "vessels riding on clear

ground may be sheltered from every wind, and surrounded by a country exuberantly rich, in a gulf which seems as if formed by nature for the emporium of the universe." By this work we are also informed, that "the province of Bahia comprises fifty leagues of coast, and that though one of the smallest provinces of Brazil, it is the most fertile, populous, and luxuriant."

The *Bay of All Saints*, is a conspicuous feature on the map of South America. It is on the south-eastern coast of Brazil, nearly half-way between the equator and the tropic of Capricorn. The coast here runs in the direction of north-east and south-west, and this bay opens to the south, the eastern side of its entrance being a peninsula, on which stands the city of St. Salvador, in latitude $13^{\circ} 30' S.$, long. $38^{\circ} 24' W.$ It is in fact, an inland sea, or gulf, which receives the waters of several large rivers. The entrance of this bay is seven miles broad, from the peninsula on the east side to the island of Taporica, on the west; and the gulf within is more than thirty-two leagues in circumference. The extreme point of the entrance, on the eastern side, is called Cape St. Antonio, on which stands the lighthouse, and an antique fort. The lantern of the lighthouse is elevated about one hundred and twenty feet above the level of the sea.

The city of St. Salvador stands on an eminence, at the eastern side of the bay. It occupies a considerable space; being situated on unequal ground, and interspersed with plantations. Many of the buildings are old and ill-constructed; but, as in other Catholic cities, the churches are the most distinguished edifices. The grand church of the ex-jesuits is justly considered the most elegant structure of the city. The cathedral is a large gothic pile, but much dilapidated by time and the fervid influence of a tropical sun. Besides the churches within the city, there are two near the bar, called St. Antonio and Vittoria, which form excellent landmarks for navigators. They are all so situated as to command a fine prospect of the bay and surrounding country.

The governor's palace, in the royal square, is an old, indifferent-looking building. On one side of this square are the senate-hall and the prison; on another, the mint and public offices; and on the third, the court-house of the *relacao*. The prison is a spacious, gloomy-looking edifice, in the construction of which strength alone appears to have been studied. The dungeons have no doors, but are entered through grated traps in the ceiling. The principal hall in the first story, which is well secured, is surrounded by dark cells, or *secretos*, about six feet square. These have strong close doors, each furnished with a heavy chain fastened to a ring in the wall, and were originally constructed for inquisitorial victims, and those suspected of political offences. There were about two hundred persons confined here for various crimes, real or alleged, in 1824, and no food is provided for them by government, nor any indulgence except water. A religious society, however, called the *Misericordia*, or Order of Mercy, is allowed to furnish the poor wretches with meal, soup, and other provisions; and obtains the means by soliciting charitable donations in all parts of the city.

The streets are narrow, badly paved, and horribly filthy; and were it not for the peculiar salubrity of the air, the heat would doubtless produce very fatal effects on the health of the inhabitants. For the fine air the city is indebted to its elevated situation; for it is literally "a city that is set upon a hill." The back-yards, generally, are nothing but noisome receptacles of filth, unfit for description. Some exceptions there must be, of course; and these are found in a few elegant mansions, roomy and convenient, occupied by the opulent. But even these are shabbily furnished, and not a whit too clean, inside or out.

The city of St. Salvador is protected by several forts and other works of defence, the principal of which is Fort do Mar, which has been built more than two hundred years. It stands on a small rocky bank of the inner bay, about half a mile from the shore, and consists of a castellated tower, of one hundred feet diameter, similar to that on Governor's Island in the harbour of New-York, surrounded by an extensive lower battery of a later date. The entire diameter is about two hundred and seventy feet. The lower battery mounts thirty guns, varying in their caliber from twenty-four to forty-two pounds. From the level of the lower battery the tower rises perhaps thirty feet; the upper battery containing only sixteen guns, twenty-four and eighteen pounders. The top is paved with flagstones, sloping towards the centre, so that all the rain which falls on its surface descends through a grate into an extensive reservoir below, of capacity sufficient to supply the garrison for six months. Merchant-ships usually anchor between this fortress and the city. The custom-house and dock-yard are on the beach.

The population of St. Salvador is said to be upwards of one hundred thousand; of these, forty thousand are negroes, and thirty thousand are mulattoes. It is a place of considerable commerce, exporting cotton, sugar, coffee, tobacco, lignumvitæ, mahogany, satin and tulip woods, gums, balsams, medical roots, and aqua-ardent, a sort of rum. In return, they import from Europe wine, flour, bacalhao, butter, cheese, salt, &c. From Africa they receive wax and gold-dust, in exchange for coarse-printed cottons, spirits, and tobacco. Their coasting trade is also prosperous, and their inland commerce immense.

The meat market is miserable, the beef being unworthy of the name; while mutton, lamb, and veal are nearly unknown. There are no inns or boarding houses; strangers who choose to live on shore must hire the whole or part of a house, and furnish it. There are some cookshops or eating-houses, which are distinguished by their surpassing filthiness, and a flag of three colours over the door. There are also many coffee-shops, which are equally unattractive.

In entering the harbour, a ship will have from fourteen to sixteen fathoms of water, within half a mile of the eastern shore, deepening to the westward to eighteen or twenty fathoms, until two-thirds across; beyond which heavy ships ought not to proceed. To the westward of this are overfalls, shoaling from fourteen to six and a half fathoms, then deepening again to twelve; and in some places, while yet nearly

three miles east of Taporica, no more than three fathoms will be found.

Vast reefs of rocks lie off the eastern point of Taporica, extending from the shore to the distance of a mile. A cable's length eastward of these, the depth is six fathoms, rapidly increasing to twelve, eighteen, twenty-four, and twenty-six fathoms—soft muddy bottom. An ugly shoal, perhaps a mile in length, lies about three-quarters of a mile from Fort do Mar, in the direction of west-north-west three-quarters west, on some parts of which are only three and a half fathoms, at three-quarters ebb; on other parts are ten fathoms, rocky bottom. Around this shoal, however, there is good anchorage. The watering-place is at a short distance from the south end of the town, between the latter and Fort St. Pedro. Off the latter is a shoal extending along-shore, about one-third of a mile distant. This was the place where the English sloop of war *Bonne Citoyenne* grounded, in 1812.

In approaching All Saint's Bay from the north, a good berth must be given to Cape St. Antonio, as a sandy shoal extends from it, in a southerly direction, about five miles; having generally over it from three to four fathoms of water. At the distance of six or seven miles, this bank may be rounded in eight or ten fathoms. Large ships should therefore keep at this distance from the point until the lighthouse come on with a double-spired convent which stands on a hill, bearing north eight degrees east; or until Montserrat Point comes open of Fort Cabo. They should then steer in this direction, giving Fort Cabo a berth of three cables' length, and proceed up the harbour.

The best anchorage for ships of war is in ten or twelve fathoms, with Fort do Mar bearing north 73° east, and Montserrat Fort bearing north 28° west, about a mile and a half from the city. Merchant-vessels generally lie between the city and Fort do Mar, near the spot now occupied by the Tartar.

September 6th.—We commenced filling water, and getting some ironwork repaired which we had carried away on our passage out. From the American consul I received every attention and assistance that kindness and politeness could prompt; and many of the merchants imitated his example. I was also very politely treated by the officers of government. Lord Cochrane, likewise, who was at this time in port, together with his officers, showed me some marked civilities. Our repairs were soon completed, and the vessel well supplied with water and fresh provisions.

September 10th.—Having taken leave of our friends, we weighed anchor, and got under way on Friday, the 10th of September, at two P. M., and resumed our course to the south, with light trade-winds from east to east-north-east, and fair weather. On Sunday, the 19th, we lost the south-east trade-winds, in lat. $26^{\circ} 30' S.$, long. $47^{\circ} 4' W.$ Variation $7^{\circ} 13'$ easterly.

September 20th.—On the following day we passed along the eastern shore of Arvoredo, an island near St. Catharine's, the latter being a principal island on the coast of the south part of Brazil. The centre

of the eastern point of Arvoredo is in lat. $27^{\circ} 16'$ S., long. $48^{\circ} 7'$ W. At seven A. M. we were close in with the east side of St. Catharine's, the north-east point of which is in lat. $27^{\circ} 26'$ S., long. $48^{\circ} 24'$ W. Variation $8^{\circ} 7'$ easterly.

This island presents a beautiful appearance while approaching it from sea. The port or anchorage is easy of access, and well sheltered; and I would recommend this port, in preference to any other on the coast, as a stopping place for whalers and others to procure refreshments. The inhabitants are honest and honourable in their dealings with strangers, not permitting any impositions to be practised on them. They are friendly to all foreigners, particularly from the United States. By showing a due degree of politeness to the governor, captain of the port, collector, &c., accompanied with a few presents, a ship-master will secure a prompt attention to his interests, and find himself ultimately the gainer. I learned this fact by touching here while I was mate of the *Wasp*, in 1820. Wood and water of an excellent quality can be had here in great abundance; as can also provisions and fruit of every description: fish alone are scarce. Beef, pork, fowls, &c. are very cheap. The climate is healthy, the harbour excellent, the inhabitants liberal and accommodating.

The scenery in the island of St. Catharine's is embellished by its steep and conical rocks, and the wood-covered mountains on the neighbouring continent, from which it is separated by a narrow strait or bay. "Nothing," says Commodore Porter, "can exceed the beauty of the great bay to the north, formed by the island of St. Catharine's and the continent. There is every variety to give beauty to the scene—handsome villages, and houses built around shores which gradually ascend in mountains, covered to their summits with trees which remain in constant verdure; a climate always temperate and healthy; small islands scattered here and there, equally covered with verdure; the soil extremely productive; all combine to render it, in appearance, the most delightful country in the world." The commodore is correct; and he might have added that the summer heats are agreeably tempered by refreshing breezes from the south-west and north-east. The former continue from April to August; the latter from September to March. This island was at one time covered with lofty trees; but the most of them have been cut down and used in ship-building. The soil in the interior is humid and very fertile, and an extraordinary profusion of flowers indicates a genial climate. The jessamine and the rose are in bloom throughout the year.

In entering this port from the north, it is best to steer between the islands Gal and Arvoredo, leaving a small rocky island on the right, called St. Pedro. "The latter lies three and a half miles west-north-west of Arvoredo. A south-south-west and south-west-by-south course leads directly to Fort Santa Cruz. The anchorage is perfectly safe everywhere, whether to the northward or southward of the fort; yet it is better to anchor to the southward, as well on account of communication with the town, as of the vicinity to the village of St. Miguel, where the best water is to be procured. In coming to St.

Catharine's from the south, you steer between the island of Arvoredo and that of St. Catharine. This passage is perfectly safe."*

September 26th.—After leaving this island in our wake, we pursued the same course towards the south, wafted along by moderate breezes from north-east to north-west, until Sunday, the 26th; when, at four A. M., we saw the island of Lobos, near the mouth of the river La Plata, lying four miles to the south of the east point of Maldonado, which is the northern boundary of this great river on the coast. Its southern coast boundary is Cape St. Antonio, bearing south-south-west one-quarter-west from the eastern extremity of Maldonado. Rio de la Plata's immense mouth is, consequently, forty-one leagues in breadth; though some geographers call the distance one hundred and fifty miles. The narrow, rocky islet Lobos, just mentioned, is in lat. $35^{\circ} 1' 30''$ S., long. $54^{\circ} 46'$ W.

The Rio de la Plata is a river of the first rank, being formed by the union of the three great rivers Paraguay, Uruguay, and Parana; which have themselves been previously augmented by the waters of the Pilcomayo, Solado, Tercero, and the Rio Grande. Two of these rivers have their rise near the two opposite coasts of South America; from whence their course is, unlike all other rivers, directly *from* their neighbouring oceans, into the heart of the country. The south-eastern sources of the Parana are within fifty miles of the Atlantic, while the Pilcomayo has its rise among the Andes, near Potosi, about the same distance from the Pacific Ocean. They then flow towards each other, and ultimately unite with many other streams to form that immense assemblage of waters named Rio de la Plata, which finally changes its course and empties into the Atlantic. This river is so wide at Buenos Ayres, which is two hundred miles inland from its mouth, that the opposite shore is not to be discerned from that town; and at Monte Video, which is nearly one hundred miles up the river, neither shore can be seen from a vessel in the middle of the channel!

I visited Monte Video and Buenos Ayres in 1819, while mate of the Spanish brig St. Joseph, Captain Don Michael Juley, and will in this place briefly state the result of my observations while ascending this mighty river, or rather estuary. Of course I shall not attempt to give any sailing directions, but refer navigators to that excellent work entitled the "New Sailing Directory," by John Purdy, Esq. The few remarks which my avocations permitted at that time are merely introduced here for the benefit of the general reader.

Near the east point of Maldonado is Cape Santa Maria, which forms the northern boundary of the mouth of La Plata, and is in lat. $34^{\circ} 40'$ S., long. $54^{\circ} 0' 30''$ W. On doubling this cape and rounding Point Este, we arrived in the Bay of Maldonado, having passed the Lobos on its north side. The town of Maldonado, which from the sea has no very attractive appearance, is built on the brow of a sloping hill, two miles from the shore, and is said to contain only about one thousand inhabitants. We made no stop here, but kept on, in nearly a westerly course, leaving a small island, called Flores, on the star-

* M. Krusenstern.

board quarter, and passing Point Brava, about four leagues farther west, until we finally anchored in four fathoms of water, about two miles from the town of Monte Video, which is situated on the north bank of this great river, about sixty miles from its mouth, in lat. $34^{\circ} 54'$ S., long. $56^{\circ} 14'$ W., being about one hundred and twenty miles east of Buenos Ayres.

Monte Video, which is the capital of a republic bearing the same appellation, extending from Rio de la Plata to the southern boundary of Brazil, derives its name from a mountain in the vicinity of the port, on which is a lighthouse, built on a gentle ascent, and fortified. This city was built by a Spanish colony from Buenos Ayres, and was for a long time a bone of contention between Spain and Portugal. When Buenos Ayres at last threw off the Spanish yoke, the Brazilian government seized on that event as a pretext for taking forcible possession of Monte Video. It was recovered by the republicans, in 1814, after a long siege, and again retaken by the Brazilians, in 1821. In 1828 it became what it now is, by treaty.

The streets of the city are wide, straight, and well paved. The houses are generally of one story, with flat roofs; the principal building of the place being a cathedral. The climate is said to be moist, agitated by frequent storms in the summer; and the cold is generally severe in the winter months of June, July, and August. It is, however, considered the best port in the La Plata, and an extensive trade is carried on in tallow, ox-hides, and salt beef. Their imports are manufactured goods, coffee, sugar, &c. The population has been variously estimated, and is, perhaps, about fifteen thousand; consisting of Spaniards, creoles, and slaves. The town has been greatly injured by different sieges and contests.

The cattle are very abundant in the interior, grazing on the plains of Monte Video, and are of larger size than those in the neighbourhood of Salamanca, in old Spain, which are said to be the largest in that country. They are as useful to the inhabitants as the reindeer or camel to the Laplanders or Arabs. Independent of their flesh and hides, cups, spoons, combs and pitchers are made of their horns, while soap and candles are obtained from their tallow. The wild oxen are easily tamed, and might become a source of wealth in the hands of a more industrious people.

From the town of Monte Video, or, as some call it, the city of St. Philip, to Buenos Ayres, the course is from south-west to west-north-west, varying occasionally to accommodate circumstances. The descending current runs at the rate of about three miles an hour, though some have reported that they found its velocity to be twice that amount. At the river's mouth, indeed, the current is so rapid as to freshen the water for some distance in the ocean.

Buenos Ayres was founded in 1535, by Don Pedro Mendoza, who gave it that name on account of the salubrity of its climate. It is built in the middle of a plain, on the south side of the river Plata, about seventy leagues from its mouth, and is in lat. $34^{\circ} 35'$ S., long. $58^{\circ} 31'$ W. The situation is very agreeable and healthy, the temperature of the atmosphere being nearly the same throughout the year. It is so

moist, however, that the floors of the rooms exposed to the south are always damp; and walls, having the same aspect, are covered with moss, and the roofs with grass. This humidity, it seems, is not at all prejudicial to health in that climate.

There is no harbour at Buenos Ayres, nor even so much as a mole or wharf to facilitate the landing of boats. Ships of any burthen can only approach within eight miles of the town, where they anchor in what is called the outer road. Smaller vessels proceed three or four miles farther, and anchor in the inner road, which is much nearer the city. The cargoes are taken out by lighters or boats, and are conveyed on shore through a little river or channel called Rio Chuelo, where the merchandise is put into carts, and conveyed to its place of destination.

When viewed from the anchorage, the city has a stately and even a magnificent appearance; although it lies low, as the flat on which it is built is only about eighteen feet above the level of the water. The houses too, in general, are very low, many of them having no more than a ground-floor, with a flat roof. They are mostly built of brick or chalk, and plastered on the outside. But the lofty domes of religious edifices, rising in bold relief against the sky, produce a very imposing effect. The most elevated of these are the cathedral, St. Miguel, St. Domingo, St. Francisco, St. Merced, &c. The citadel, which includes the governor's palace, stands upon the shore, or the bank of the river, forming one side of the great square, opposite to which stands the town-hall; the cathedral and episcopal palace form the other two sides of the square, in the centre of which a public market is held daily.

The city is built with great regularity, the streets being straight and broad, bordered with raised footpaths on each side, like those of the United States. These footpaths are paved, but owing to the great scarcity of stone, the carriage-ways in the middle are left unpaved. There are several handsome squares which at once adorn the city and promote its health. Most of the houses are furnished with a large court-yard and a garden. Among the public buildings, besides those already mentioned, are four monasteries, two nunneries, two hospitals, royal chapel, college, public library of twenty thousand volumes, academy, eight public schools, and twelve or fifteen churches. Several of these buildings are large and splendid.

Many of the inhabitants have country-seats, called *quintas*, where are produced all kinds of fruit and vegetables; among which peaches are said to be remarkably abundant. Melons are also plenty and cheap. Among the other fruits are grapes, apples, pears, figs, nectarines, pomegranates, quinces, apricots, oranges, and lemons. Common garden vegetables, with the exception of potatoes, are sold in the market, but not very cheap, as the price of labour is high. Generally speaking, the environs of the city are well cultivated, furnishing all the necessaries and many of the luxuries of life in abundance. Their wine has to be brought from Spain or Mendoza; the latter is a city of Cordova, in the United Provinces of La Plata, at the foot of the Andes, on one of the sources of the Colorado.

The most expensive article at Buenos Ayres is firewood; which is

the case also at Monte Video; as in the neighbourhood of these places there are no forest-trees, and only a few shrubs that are hardly fit for fuel. All their timber for building houses and repairing ships, comes from Paraguay in rafts. There is a great trade carried on here in ox-hides and tallow; their exports and imports being the same as those of Monte Video.

The population of Buenos Ayres is about seventy thousand, not more than one-fourth of which are whites; the rest being negroes, Indians, and various mixtures of blood. The inhabitants were among the first in the Spanish provinces that distinguished themselves in the cause of independence. Their republican era commenced on the 25th of May, 1810. Four years previous, in 1806, it was conquered by a British squadron, under Admiral Popham and General Beresford. Soon afterward, the citizens, having recovered from their panic, attacked their invaders by surprise, and made a great slaughter among them. In the following year Whitelock and Crawford came over with reinforcements. They were permitted to enter the city unmolested, and considered their expedition crowned with success, when the citizens attacked them so suddenly, and with such resistless fury, that a third part of the English were destroyed. The remainder were glad to make a truce; and in February, 1825, England acknowledged their independence by treaty, as the United States had already done.

The river La Plata was first discovered by Juan Dias de Salis, in the year 1515, and was for some time called the river Salis, after his own name. In sailing up this arm of the sea, he observed some Indian tents on the shore, and imprudently landed with ten men, who were all murdered by the savages. It was afterward called *Rio de la Plata*, or the "River of Silver," from the great quantity of that metal found by those who first visited the countries adjacent to its banks. These banks are sometimes overflowed, like those of the Nile, which renders them very fertile in every thing but timber. Its waters, which abound with fish of various kinds, are clear, sweet, and wholesome; and the country on each side is well tenanted by birds of a beautiful plumage, which build their nests in the shrubbery. Near the entrance of this river, bearing south-east from the eastern point of Maldonado, is the island of Lobos before mentioned, near which I left the Tartar in order to make the above digression.

On finding that there were already men stationed on this island for the purpose of taking fur-seals, I concluded not to stop, but to shape our course direct for the Falkland Islands, having a fine breeze from north-north-west, and fair weather.

October 7th.—Nothing material occurred on the passage, unless a few strong breezes and moderate gales, from various points of the compass, can be called so, until Thursday, the 7th of October, when, at six A. M., we cast anchor in Shallop Cove, a place already familiar to the reader, on the east side of New Island, in three fathoms of water.*

* In addition to what is said of these islands in the first voyage, it may not be improper to state in this place that the government of Buenos Ayres took possession of the whole group in 1820; but they still remained open for sealing ships of all nations, until a small colony from Buenos Ayres was planted there, under the direction of one Vernet, who called himself governor. This man

This place is only fit for small vessels, and requires no other directions for entering the harbour than to keep clear of the kelp. There is a small round island lying off the mouth of the cove, which may be passed, on either side, within a hundred yards, with safety. For further information, the reader is referred to the affecting and instructive narrative of Captain Charles Barnard, of New-York, which work contains the only correct chart of these islands that has ever been published; it being the result of his own actual surveys, made with much care, labour, and accuracy. In my first voyage, the reader will recollect, I made an allusion to this gentleman's sufferings from the treachery of a shipwrecked crew, who left him to perish on a desolate island; I now mention him again, in order to impress on the minds of all who condescend to peruse these pages a due sense of the worth of this meritorious and enterprising American navigator, who has done much for his country, by promoting its nautical science and commercial prosperity. May he yet be rewarded by the munificence of those whose interests he has been instrumental in advancing.

Immediately on our arrival at New Island, after properly mooring the vessel, &c., about eight A. M. all hands were set to work in gathering the eggs of aquatic birds from the same rookery mentioned in the former voyage, on the west side of the island. The result of our labours in this particular pursuit was twenty-five barrels of fresh eggs, which we carefully salted down. During the period of ten days which we spent here, about two hundred and fifty fat geese and teal were shot; and several fur-seals were taken. We also repaired the sails, stowed the hold anew, and took in a fresh supply of water.

October 16th.—On Saturday, at 4 P. M., the schooner Yankee, Captain Thayer, arrived from New-York; as fine a vessel of her class, and as well fitted out, as any that ever passed Sandy Hook lighthouse on a sealing expedition. On the following day, the Tartar left the Falkland Islands, and we shaped our course for the Strait of Magellan, with the wind from south-south-west, attended with snow-squalls. Indeed, we had experienced more or less snow every day while lying at New Island.

October 22d.—It was on Sunday, the 17th, at 2 P. M., that we left New Island, and the wind continued from south-south-west to west-north-west, generally accompanied with snow and hail, until Friday, the 22d; on which day, at 7 P. M., we saw Queen Catharine's Foreland, bearing west-by-north, distant seven leagues. On the following morning, at eight A. M., we were within the eastern entrance of the Strait of Magellan, and the point just mentioned was two leagues behind us, bearing east-by-south. Fair weather.

soon began to give himself airs, and insult the captains of sealing vessels from the United States, forbidding them to pursue the business among those islands. In 1831 he even presumed to capture several of them, one of which, belonging to Stonington, Ct., was taken under circumstances which rendered the act substantially piratical. On receiving intelligence of this unwarranted aggression, the President of the United States despatched the national corvette Lexington, Captain Duncan, to protect our sealing ships in those seas, and to chastise every piratical spoliation that might have been committed. Captain Duncan arrived at the Falkland Islands on the 28th of December, and in a summary manner destroyed the establishment of Vernet, and took away the American property found in his possession; at the same time making a prisoner of "his little excellency." On the arrival of this news at Buenos Ayres, an extraordinary excitement prevailed; and that government, at one time, seriously contemplated making reprisals on American citizens and their property. This affair is now under a train of adjustment and the result, of course, not yet known.

October 24th.—We continued plying to the westward, and on Saturday, the 23d, at midnight, passed the Narrows. On the following morning, at 1 A. M., we came to an anchor on the east side of Quarter-master's Island, in four fathoms of water, muddy bottom. At four A. M. we again got under way, with the wind from west-north-west, blowing a single-reef breeze.

October 26th.—On Tuesday, the twenty-sixth, at three, A. M., we anchored in Port Famine, in four fathoms of water, muddy bottom. At six, A. M., sent all hands on shore to cut wood and collect wild celery. Many other plants were also procured, which furnished a fine mess of greens for officers and crew. We lay here three days, during which time I had frequent interviews with the natives, who appeared as inoffensive and as wretched as they are represented in my former voyage. On Wednesday and Thursday we were visited by heavy falls of rain.

October 31st.—We got under way on Friday, the twenty-ninth, with the wind from west-south-west, and the weather fair. After leaving Port Famine and passing Cape Froward, we assiduously plied to the westward, night and day, until Sunday, the thirty-first, when, at four, A. M., we passed Cape Pillar, the southern boundary of the west entrance to Magellan's Strait, with a fresh breeze from south-west. At eight, A. M., the cape bore east-south-east, distant seven leagues.

November 8th.—On Monday, the first of November, at nine, P. M., the wind veered round to the north-west, blowing a strong breeze, with heavy falls of rain, and continued from north-north-west to west, until the Monday following, November 8th; when, at six, A. M., we saw Cape Three Mountains, bearing east-north-east, distant four leagues; wind from west-by-south, and fair weather. The shore of the Peninsula of Tres Montes, from the cape to Point Taitaohaohuon, runs in the direction of north-by-west half-west.

It will be recollected, that in the preceding voyage I examined the eastern coast of Patagonia, from Cape Corrientes to Cape Virgin, and furnished sailing directions from thence to Cape Horn; also for doubling that cape, and steering to the western entrance of Magellan's Strait. From thence I inspected the western coast of South America as far north as Point Taitaohaohuon, which is the north-western point of the peninsula of Tres Montes. From the last-mentioned point the shore of this peninsula turns suddenly to the eastward, opening to view an extensive group of small islands, lying near the north-west extremity of the peninsula of Three Mountains. Hair-seals in great numbers resort to these islands for the usual purposes of bringing forth their young, shedding their coats, &c., as described in my former voyage. Here, however, they are very wild, and not easily taken, except in the "pupping season;" at which time the hair-lions (as the males are called) will readily sacrifice their lives in defence of their "conjugal partners and helpless offspring."

When attacked by the crew of a sealing vessel, the lions will not allow the females to abandon their young, even to preserve their own lives. Under such circumstances I have frequently seen the female attempt to make her escape; sometimes with a pup in her mouth, as a cat carries off her kitten. But the male, which is twice the size of the

female, would instantly seize the retreating mother by the back, and by the muscular force of his powerful jaws, throw her from four to ten feet on the upland. Here she would lie down in despair, take her suckling to her breast, and "with eyes raining tears," meekly await the inevitable death-blow. Even in the agonies of death, their convulsive efforts are solely directed to the protection of their young.

"Maternal love! how wonderful the tie!
What power can sever—what destroy the cord?
'Tis fire divine—'tis kindled from on high,
And emanates from nature's sovereign Lord."

CHAPTER II.

Peninsula de Tres Montes, and the adjacent Islands—Natives of the Coast—Beneficial Effects of foreign Missionaries, promoting the Interests of Commerce—A new Field for Missionary Labours—Archipelago of Chonos—Island of Chiloe—Natural Productions—Town of St. Carlos—Religion, Character, and Manners of the Inhabitants—Dress of the Females—Employments, Accomplishments, and Amusements—Equestrian Exercises—Mode of Mounting their Horses—Ponchos and Hammocks—The adjacent Country—Directions for Entering the Port.

THE group of small islands which lie near the north-western extremity of the peninsula of Three Mountains affords many fine harbours (as does also the peninsula itself), which ships of any size may approach with safety by daylight, if the weather be tolerably clear. Wood and water may be had here with very little labour. Sea-otters frequent the shores of these islands, as they do the whole coast from hence to Cape Horn; and right whales, during the calving season, are found in all the principal bays in great abundance.

The navigator among these islands need not be apprehensive of any hidden dangers, as every thing shows itself in the daytime; neither need he have any fears as regards the natives of this coast; as I have had communications with thousands of them, and can vouch for their being a harmless, inoffensive race. They are inquisitive, tractable, and would readily receive instruction. Could they be blessed with the same advantages from the labours of missionaries which the natives of the Sandwich Islands have enjoyed, they would soon become equally civilized, intelligent, and moral. They are fit subjects for such instruction.

In this place I beg leave to detain the reader by another short digression, to show that the results of missionary labours abroad have been misrepresented, misunderstood, and much underrated. Among the native islanders of the Pacific Ocean the good they have done is incalculable. I consider most, if not all, of the persons who have visited these islands in the character of religious missionaries, as the benefactors, not of the natives merely, but of the human race. I shall not allude to what *spiritual* benefits they may have conferred on those whom they have been instrumental in turning from paganism to Chris-

tianity, but I rest their defence on the good they have done to the cause of civilization, science, and commerce. They have opened new channels for lucrative trade, which were formerly closed by the ferocity of cannibals. They have extended a knowledge of literature and the useful arts to countries where they were never before known, and may be said to have created new countries of civilized men.

If commerce be a blessing to the world—and who, at this day, is bold enough to deny it?—then the missionaries to the Pacific islands have done much to promote its interests, and have thereby added much to the sum of human prosperity and happiness.

Let us then do justice to the missionaries, and bid them God-speed. If they have merely caused two blades of grass to grow where but one grew before, they deserve the approbation of the world. They cannot act from selfish motives when they voluntarily submit to so many privations, sufferings, dangers, even death itself, to benefit others. They leave the comforts of home, the associations of their early years, wives and children, country, lucrative situations, and expose themselves to all the dangers of the sea, to the fatigues of a long voyage—to war, pestilence, and famine. And all for what? Not to acquire worldly riches for themselves or their friends; but to impart what they conceive to be spiritual riches to strangers and savages. To cause them to pursue the path which leads to happiness, and to teach them that all mankind are their brethren, and that they must no more massacre the white men who visit their islands, but treat them with hospitality and kindness.

This the missionaries have done—this they continue to do—and every ship-master should say, God prosper their labours, unless indeed he prefer to obtain refreshments for a starving crew by force of arms. But all ships have not sufficient arms or men to force a landing against thousands of ferocious savages with poisoned weapons. There have been instances where the ship's company, officers and all, have been too much weakened and emaciated by famine and scurvy to maintain a contest with savages. Such have either perished with hunger, or became themselves the food of cannibals.

Such instances certainly have been, and these islands are still inhabited by the descendants of the same people. What force of arms could not effect, the gentle manners and mild persuasions of pious missionaries have accomplished. No sooner does a ship stop there *now*, than the inhabitants vie with each other in acts of kindness and hospitality. The best their country affords is offered, and freely offered, to refresh the wearied and weather-beaten mariners, whom they meet on the beach; and, armed with nothing but smiles of welcome, inquire their wants. Here the stranger can eat and drink, and sleep in perfect security, under perhaps the same roof beneath which human flesh was once an article of food. Who have effected this wonderful change in the short period of one generation? I answer, this is the work of missionaries. God bless them!

There is still an extensive field open for such useful labours, where results equally beneficial, in many respects, could not fail of being produced. "The harvest truly is plenty, but the labourers are few."

The western coast of South America, from Magellan's Strait to Port Valdivia, deserves the attention of missionary societies. Here the natives are living in the most wretched condition that can well be conceived, in one of the finest countries in the world. The arts of civilization, particularly that of agriculture, with a true knowledge of practical religion, would make them a happy and a grateful people; and at the same time open a lucrative trade that would prove beneficial to all parties. This country is claimed by no civilized nation, the Spaniards never having extended their conquests south of the archipelago of Chonos, or Chiloe.

Let us now return to the northern coast of the peninsula de Tres Montes, from which we shall shortly proceed to the archipelago just named. About twenty miles to the north-east of Taitaohaohuon Point, keeping the mainland on board, there is a fine bay, with a spacious entrance that cannot be missed, and a harbour that affords good anchorage. It is sheltered at the entrance by several small islands, which completely landlock the port, one island jutting past another. In entering this harbour, there is no danger more than a cable's length from shore, the usual depth of water being twenty fathoms between the islands. When once inside, a ship may choose her anchorage in from twenty to five fathoms. We anchored on the south-west side of the port, in four fathoms, mud and clay bottom.

The surrounding land is much elevated, and the woods near the water-side are of an immense growth, and almost impenetrable. The timber is oak, birch, beech, redwood, and a kind of bastard cedar, which grows perfectly straight to a great height, and is very tough. I observed another species of wood, resembling fustic, but tried no experiments to determine its qualities as a die-wood. The groves and forests are rendered vocal by many different kinds of birds of variegated plumage. On the plains and uplands are plenty of deer, which are very tame, and may be had for the shooting, with very little travelling. I have singled out an individual among a large herd of these animals, not more than forty yards distant from me. On hearing the report of the gun, and seeing their companion fall, the survivors would stand in stupid amazement, watching my motions as I reloaded the musket. A second shot appeared to increase their astonishment, but excited no alarm. A third, fourth, and fifth were attended with similar effects. But when they heard the sixth report, and beheld half a dozen of the herd lifeless or struggling on the ground, they awoke from their bewildered dream, and plunged into the forest.

November 15th.—After carefully examining the cluster of islands near the peninsula so often mentioned, without finding any fur-seals, we got under way on Monday, the fifteenth, and steered to the northward. Between this peninsula and the main, to which it is joined by the little isthmus of Ofqui, is a narrow bay or gulf, of which the isthmus is the southern boundary. From its entrance on the north, the coast of Chonos on the main tends more easterly to the river Rabudos, forming a hollow curve, where commences the Gulf of Chonos and Guaytecas, in the waters of which are scattered those islands which have given it the appellation of the archipelago of Chiloe and Chonos.

We first passed a multitude of small islands, a number of which are inhabited by the Indians from the continent. The soil appears to be richly spread over these islands, which produce an abundance of vegetables. It is said, however, that in the year 1737, at the time of a great earthquake in the island of Chiloe, these were so thickly covered with ashes, perhaps from a volcanic eruption, as to destroy almost every species of vegetation for a period of thirteen years. Another account says, that in the year just mentioned, an enormous globe of fire burst on the Guaytecas Islands, and reduced all the vegetables to ashes.

Here we may be said to re-enter the southern borders of civilization on the Pacific coast, as we left them at Rio Negro on the Atlantic coast; for all the country south of these two points to Cape Horn, islands included, is inhabited by wandering tribes of the human race, nearly naked, and in the lowest possible state of ignorance, degradation, and wretchedness. In all this extensive region of a most delightful country (with the exception of Terra del Fuego), comprising fifteen degrees of latitude, and seven or eight of longitude, there is not a city, a town, or even a village of civilized beings, nor a single cultivated field or garden!

The natives of the archipelago of Chonos, on the contrary, cultivate a great part of these islands, on which they raise wheat, oats, beans, and potatoes; besides many kinds of fruit, such as apples, pears, peaches, plums, cherries, and a variety of herbs. They also raise black-cattle, horses, sheep, goats, hogs, and poultry, in abundance. The most of these islands rise perpendicularly out of the water, have deep channels between them, and afford many good anchoring places, where ships may lie in perfect safety. One thing, however, they did not afford at this time, and that was the grand object of our search—fur-seal. We therefore made the best of our way to the island of Chiloe.

November 19th.—We arrived at the south end of this celebrated island on Wednesday, the 17th, and commenced searching the small islands near it for fur-seals, but without success. We therefore entered the gulf between the island and the continent, on Friday, the 19th; and after examining the small islands as we passed, with no better success, we finally cast anchor in the port of St. Carlos, on the north-west part of the island.

November 23d.—It was on the morning of Tuesday, the 23d, at eleven, A. M., that we came to anchor in the harbour of San Carlos de Chacao, in four fathoms of water, muddy bottom, with the flag-staff on Fort Quintanilla, bearing east-north-east, distant one and a half miles.

The island of Chiloe, as the reader is already aware, is the principal one of a large group called the archipelago of Chiloe,* and by some the archipelago of Chonos; the latter being the name of that part of the continent near the western coast of which these islands are situated. They extend along the coast of Chonos, which here curves

* The original settlers, having emigrated from Chili, as is manifest from their manners and language, gave it the name of *Chil-hue* (hence *Chiloe*); i. e. a district of Chili.—*Edinburgh Encyc.*

inland, towards the Andean chain of mountains, between the parallels of latitude $41^{\circ} 40'$ and $45^{\circ} 30'$ S., a distance of about eighty-five leagues. Though I have never counted these islands, I have no doubt that the Edinburgh Encyclopedia is correct in estimating their number at eighty-two, of which thirty-two are inhabited.

Isla Grande, or Chiloe, is the principal and largest of the group, perhaps much larger than all the rest put together. It is also the most northerly, with the exception of a few small ones in Purraraque Bay. It is one hundred and twenty-five miles in length north and south, and varies from fifteen to forty in breadth; indented on each side with bays and inlets, which in some places nearly cut it in two. It abounds with forests of excellent timber, especially red cedar, which grows here to great perfection. These forests are inhabited by a great variety of beautiful birds and insects, and here also are found several species of serpents, otters, deer, and black foxes.

The principal productions of this island are timber, wheat, oats, corn, beans, pease, apples, pears, peaches, plums, quinces, and cherries. The crops of wheat, however, are seldom great, owing probably to the humidity of the soil. Barley and beans are abundant, and wine is plenty. Cattle and sheep were first introduced here from Spain, and have so multiplied, as to furnish a great abundance of good meat. The hams of Chiloe are probably the best in the world, having a peculiar delicious flavour, which is attributed to the hogs' feeding principally upon shellfish, with which the shores abound. Among the articles raised for exportation are black-cattle, sheep, goats, horses, hogs, and poultry. Of the vegetable productions, they have excellent crops of potatoes, known by the term *papas*.

The soil is good, but rather too moist; and the climate is temperate for that latitude; being healthy, but often cold and rainy. The country is subject to earthquakes, and a very dreadful one took place in the year 1737; when the Guaytecas, a group of islands to the south, were covered with ashes. Chiloe abounds with timber of the best quality, which is manufactured into boards, planks, &c.; much of which is exported. The principal trees are oak, red cedar, walnut, hazel, myrtle, cypress, and laurel. There is also an abundance of ratans, which furnish the Indians with cordage, and thatch for the roofs of their dwellings. The face of the country in the interior is mountainous. The waters around the shores of this island are teeming with scale-fish of considerable variety and excellent quality; particularly the cod, which appears to be of the same species with those on our coast. Shellfish are very plentiful and of many different kinds.

The whole population of this island is estimated at about twenty-five thousand; but few of whom reside in the interior. There are three towns and several villages, the most of which are situated on the northern and eastern part of the island. The towns are St. Carlos, Chacao, and Castro. The latter is situated on the east side, and has a good harbour; which is little frequented, however, on account of the difficulty of its navigation. Chacao is on the north-east part of the island, and for many years previous to the revolution was considered the capital. But of late it has fallen into decay, while St. Carlos has

risen into notice and importance, and is now considered the capital of the island. There are three or four small ports or villages on the west side, but they are seldom entered except by fishing craft. St. Carlos is in latitude $41^{\circ} 51'$ S., long. $73^{\circ} 54'$ W., and is situated on the north-west part of the island.

This town is very well built, the houses generally being constructed of a kind of freestone, with terraces or piazzas in front, and one story high, which is the usual practice on this coast, as a necessary precaution against the effects of earthquakes and volcanic agitations. But few of them, however, are in the old Spanish style, with flat roofs. The streets are laid out in a very regular manner, wide and straight, but destitute of pavement. Among the public buildings are two elegant churches, two monasteries, one college of Jesuits, and several nunneries.

Although a very small portion of the inhabitants are Europeans, the most of them are truly *Spanish*, in features, character, and language. Indeed, so much intermarrying has heretofore taken place between the Spaniards and the aborigines, that there are very few now born on the island who cannot boast of Castilian blood, in a greater or less degree. The features of the females are more European and better formed than those of the ladies in the northern part of Chili.

The religion in Chiloe is of course Roman Catholic; and all the islands in the archipelago are under the same ecclesiastical government. The native Indians who inhabit these islands appear to be well contented, and perfectly submissive to all the requirements of the church; and while eating their salted seal's flesh, are no doubt as happy as their more luxurious rulers. Chiloe is the see of a bishop, who resides at St. Carlos. While these islands were in possession of old Spain, as was the case at the time of my visit, a considerable military force was necessary to maintain their sovereignty, and the principal part of this force was stationed at St. Carlos. The poor Indians on the main frequently felt the weight of their leaden arguments; for it was then fashionable to convert these persecuted people by force of arms. Most of the new proselytes of course became slaves to the conquerors, thus benefiting both church and state at the same time.

The natives on the continent opposite Chiloe have been harassed, oppressed, and hunted with nearly as much ruthless ferocity as were the aborigines farther north. A long series of such "tender mercies" from a people professing to be disciples of the Prince of peace has much reduced their numbers, and driven the remnant back from the coast, to enjoy their savage independence among the mountains and forests on the west of Patagonia. No wonder if such wanton and unmerited injuries have rendered many of them desperate, and made them ten times more savage than they would otherwise have been. They could easily be tamed by kindness; but they will suffer much, sooner than submit to force. They are mostly descended from the Araucanians, a people that inhabit the rich and fertile districts which lie between the rivers Biobio and Valdivia, in the southern part of Chili. The Spaniards have called it Araucanian Flanders, or the *invincible state*; and some of the Spanish poets have had the mag-

nanimity to celebrate in verse the exploits of a people who shed so much Spanish blood in maintaining their independence.

I have been struck with horror, even here in civilized Chiloe, among professed Christians, to hear a Spanish priest denounce some native Indians just brought in from the mountains, as brutes; nay, as objects of Divine wrath doomed to perdition. When this same arrogant Spanish ecclesiastic, and others like him, had wantonly assailed, robbed, and despoiled the fair possessions of these unfortunate Indians; had deprived them of all they held dear, and driven them to the Andean deserts for safety!

The inhabitants of Chiloe, generally, are a brave, humane, liberal people; similar, in most respects, to those of Valdivia and Concepcion; except that the ladies do not dress quite so much in the European style. Their demeanour and manners, however, are so delicate and pleasing, that a man must possess more stoicism than I can boast of who does not, after a short acquaintance, feel for them a strong partiality. They are remarkable for quickness of apprehension, wit, and vivacity. They are also sociable, lively, and polite; which, combined with an excellent taste, seem to be hereditary qualities in these interesting descendants of two distinct and dissimilar species of the human race. They appear to be particularly well-affected towards the Americans of the United States, and also to Englishmen; and for my own part, I could never think it improper to reciprocate such favourable sentiments.

In the concluding sentence of the preceding paragraph is seen and felt the want of a generic name for our own country, in distinction from all other nations in the western hemisphere. We are all *Americans*, from the Northern Frozen Ocean to Cape Horn; and the citizens of the United States alone are without a specific national appellation. The late learned and scientific Dr. Mitchill, while he held a seat in the national legislature, proposed a very good one, "*Fredonia*;" but as a revolution in South America was at that time never dreamed of, his proposition was rejected. Since that period so many new nations have sprung into existence on the southern continent, each of which has been appropriately christened by its republican sponsors, that it has become quite inconvenient to navigators and travellers from the United States, in reporting themselves to our neighbours of the south.

In the course of a desultory conversation, I once observed to a lady of Valparaiso, that the Americans (meaning citizens of the United States) had felt and expressed a lively interest in the late successful struggle of Chili for liberty and independence. "O yes, sir," she replied with vivacity; "*we* certainly felt anxious for the result." Here I was fishing for a polite compliment for our national sympathy, and was not understood, because my country has no other name than that which is claimed with an equal right by the Canadians, the Mexicans, Brazilians, and each republic of South America. But this is another digression.

Taking it for granted that the fair reader of my own country (should any condescend to peruse the rough journal of a seaman) would like to know something respecting the dress of these black-eyed ladies

of Chiloe, I shall drop a few words on that subject. The first thing that struck me was their liberal use of ornaments; such as gold hair-combs, splendid ear-jewels, bracelets on the arms, chains around the wrists, rich chains of gold around the neck and waist, with shoe-buckles of the same valuable material. Many of these ornaments are inlaid with gems and precious stones. Their usual headdress is simply their glossy black hair, tastefully done up with four or five gold combs, and gracefully disposed, which gives them a very charming appearance. Some of them reminded me of Walter Scott's description of Rebecca, in the romance of *Ivanhoe*.

With respect to the dress itself, however, independent of ornaments, I must confess that one of their fashions struck me rather oddly, as I had never met with any thing of the kind, among "Jews or gentiles, bond or free." I allude to their hoop-dresses, which I was subsequently permitted to examine. They are worn beneath the external petticoat; and the hoop, which is nearly three feet in diameter, is worn parallel with the hips, and is kept in its horizontal position in the following manner. A strip of linen or cotton of six or eight inches in width, according to the size of the waist of the wearer and the diameter of the hoop, is sewed all around the latter at one edge, while the other edge is drawn by a string, and tied to the body just above the hips. In this position (that is, when the string is drawn), it resembles a large drum-head, with a circular hole cut in the centre. This apparatus, their petticoats being very short, gives them a very singular appearance.

The employments of the ladies in Chiloe are very trifling; merely consisting of a little embroidery and lace-work. Those who are married of course pay some attention to the superintendence of their household affairs. Those of the higher classes, in particular, are very indolent, avoiding every exertion, except in the way of amusement. They smoke tobacco to excess; and the practice is so universal here, and in other places on the coast, that strangers soon cease to consider it indelicate. Indeed, if any thing can consecrate a Spanish segar, it must be the touch of a beautiful pair of ruby lips. I hope my fair countrywomen, however, will never try the experiment.

The employments of the men are neither numerous nor laborious. They pay attention to the cultivation of their fields and gardens, and transact their mercantile business, of which there is very little in this place. Some of them are employed as mariners in the few vessels that belong to the island. They build several small vessels here every year, which gives employment to many of the labouring class, in preparing cargoes, sawing boards and planks, and felling timber. Good mechanics and medical men are very scarce, and very much wanted on this island.

Riding on horseback is a favourite recreation of both sexes; and it is an accomplishment in which both excel. The men, in particular, are the most expert horsemen that I have ever seen in any part of the world. Whether mounted on a wild unbroken horse, or on a well tutored animal, they exhibit a grace, skill, and dexterity which is truly surprising; and such is their tact in the management of the most spirited or vicious steed, that they very seldom get unseated.

Like the Mamelukes, they accustom their horses to start with the quickness of the lightning's flash, and to stop as if struck by the bolt. I have seen them ride with the speed of a race-horse, until within six feet of a house, and then stop as suddenly as if the animal had fallen dead on the spot; the rider still retaining his seat and equilibrium. I have also seen the same feat attempted on the open road, where the animal could not have anticipated the rider's intention. In such case, the horse would throw his feet forward, ploughing the ground with the hinder part of his hoofs, for two or three yards; and frequently fall on his haunches, in the sitting posture of a dog.

The ladies, also, are very fond of those equestrian exercises; and most of them ride extremely well. Those of the higher class ride in the same manner as do our North American ladies; but their mode of getting upon the saddle would scarcely be tolerated by the latter. I received a lesson on this subject, at the house of my friend General Quintanilla (commander-in-chief of this island and its dependencies), where several ladies were assembled for the purpose of amusing themselves with an equestrian excursion. I had not then met with an anecdote, exactly similar, as related by Captain Delano, or I should have profited by his experience. When the horses were brought to the door, and the fair equestrians were preparing to vault on their respective saddles, I, with a sailor's gallantry, singled out one of the prettiest and most sprightly of the group, to whom I tendered my assistance. The offer was graciously accepted, with a smile of bewitching sweetness.

She immediately advanced to a horse that was held by a servant, threw her arms over the saddle, leaning her swelling chest against the animal's side, then half turning her pretty face towards me, she bade me help her.

"Si, señora," I replied, in as gallant a manner as I could say,—“Yes, madam,” and stood waiting for further orders. She still retained her singular position, and again exclaimed, “Ayúdeme, usted amigo queridito.”—“Help me, my dear sir!”

The awkwardness of my situation now became painful; for I could see no part of the lady which my northern ideas of delicacy would allow me to touch. Her hands were beyond my reach, and a husband, or a father, in my situation, might not have been embarrassed.

A gentleman of the party, perceiving at once the nature of my embarrassment, and that I was a stranger to the customs of the country, immediately stepped forward to offer the lady that assistance which she was expecting from me. Stooping behind her, he seized one of those delicate little ankles in each hand; at the same moment she sprang, like a Vestris, in the air, turning a half-pirouette, as she ascended; the gentleman dexterously crossing his arms to accommodate her change of position. In this manner, and in much less time than I have occupied in attempting to describe it, her ladyship was seated on the saddle, with the reins in her hand, and ready for the starting signal.

The chagrin and mortification I felt from being deprived of so pleasant an office through ignorance were instantly removed by a consoling smile from the sparkling eyes of the fair equestrian, accompanied with

the words, "Pasado mañana, señor;" intimating that the privilege should be mine on some other occasion. To my great satisfaction, such an occasion occurred the same evening; and she had the politeness to say that I performed the office with the dexterity and grace of a Spanish caballero.

Some of the females, and not of the lowest class neither, are far from being over-scrupulous as to their mode of sitting on horseback; but as often ride with a foot on each side of the animal as any other way.

The Chiloean bridles are made like ours, except that the reins are long enough to serve as a substitute for a riding-whip. Their saddles, however, are somewhat different. They are lined with a coarse skin, fitted to set easy on the horse's back; their first attention being directed to the comfort and convenience of so serviceable and noble an animal. For the comfort of the rider, these saddles are covered with sheepskins, dressed with the wool on, from three to four inches in thickness, painted with different colours, and neatly bound on the saddle. They have a handsome appearance, and are easy to both horse and rider.

Their stirrups are of a peculiar fashion, the rest for the foot being long enough to support both heel and toe; say from eight to ten inches in length, and six in width. The fore-part is covered with nearly a perfect quadrasphere; so that it bears some resemblance to an iron or brass shoe, with a high instep, and the quarters taken off. They have a clumsy appearance, and in case of being unseated might endanger the rider's safety by confining the foot. The ladies' saddles differ from those of the gentlemen only by the elevation of the off-side of the tree.

The sedentary amusements of the Chiloeans principally consist of music and card-playing; and this is peculiarly the case at St. Carlos. Their favourite instrument is the Spanish guitar, on which almost every female performs with pleasing effect, accompanied with the voice—some of them the sweetest I ever heard. They also play the harp, spinnet, harpsichord, and piano-forte. The gentlemen play the flute and clarionet, and both sexes dance with exquisite grace, accompanied with a due proportion of Castilian dignity. Their principal dances are minuets, long dance, cotillions, and the celebrated fandango. The latter is a very fascinating dance, performed by two persons; commonly by a lady and gentleman, sometimes by two ladies.

Card-tables are introduced at all their parties, at which the gentlemen play by themselves, while the ladies amuse them with songs, accompanied by the guitar or harp. Such gentlemen as do not fancy cards have the privilege of joining the ladies—a privilege which I never forfeited by neglect.

This island is celebrated for manufacturing the best ponchos of any part of Chili. They are woven very thick, of a fine thread, and curiously wrought, in variegated colours. In weaving the cloth, they use twelve or more treadles in the loom. It is generally about six feet square, beautifully fringed around the edges, and has a slit in the centre, just large enough to admit a man's head. The edges of this

slit are also bordered with beautiful needlework. They are worn by the gentlemen, as a protection from the weather ; and are so thick and fine, that they turn off water nearly as well as leather. When the wearer's head is put through the ornamented slit in the centre, the poncho hangs about him like a blanket, and is the most convenient garment to ride in, that could be invented ; the rider having his legs and arms at liberty, and his body completely defended from the rain.

The ladies have a handsomely striped cloth, manufactured of cotton, very much like the poncho, about seven feet in length, and three in breadth. This is suspended like a seaman's hammock, about two feet and a half from the floor, in which the ladies amuse themselves by swinging, sometimes in a lying and sometimes in a sitting posture, as fancy or indolence suggests.

The island of Chiloe is separated from the main or continent, by the Gulf of Guaytecas, which is more than twelve leagues in width at the south entrance ; but to the northward the passage is quite narrow, being in some places not more than one league across, through which the tide occasionally runs with great velocity ; at spring tides from six to eight miles an hour. There are likewise several dangers in the passage, which are concealed by the ripple of a strong tide, that rises eighteen feet with a strong westerly wind. In passing through this gulf or strait, vessels should keep the Chiloean shore best on board, as the sunken rocks, reefs, &c. lie on the opposite side of the passage.

The coast on the main is indented by numerous inlets, forming lagoons, rivers, creeks, bays, and harbours. This land is tolerably well peopled, from the forty-first to the fifty-first degree of south latitude ; especially in the valleys of the interior, on the banks of rivers, lagoons, &c., and at the heads of bays. The coast abounds with sea-otters, hair-seals, fur-seals, &c. ; and the interior with lions, tigers, deer, guanacoës, hares, gray and black foxes, and many other animals with which I am not acquainted, including a large black rabbit, which has a fur equal to that of the beaver. There are many kinds of ostriches, swans, &c., and thousands of birds with the most beautiful plumage. There are likewise very valuable mines of gold, silver, copper, lead, and iron ; medicinal plants, drugs, and die-woods, with much valuable timber for ship-building and cabinet work.

I feel very anxious to direct the attention of my enterprising countrymen to this long neglected, almost unknown region of South America. A small exploring expedition, properly fitted out, and conducted by men of skill and experience, would ensure golden returns to the projectors. The necessary investments of capital would be very trifling to a company of merchants ; and if accompanied by one or two scientific gentlemen, I stand ready to tender my professional services. The spirit of commercial enterprise cannot much longer leave these interesting regions unexplored ; and I should be extremely sorry to see any foreign competitor enjoy the fame and opulence which now court the acceptance of my own countrymen.

The port of St. Carlos is sheltered on the north-west by the peninsula of Lacay, on the west side of which there are many dangerous rocks, running from one to three miles seaward ; and these require a

good berth, as the tides run very rapidly along the shores of this island. The port is defended by two forts, about three miles from each other. It runs into the land in a south-west direction, and is safe, but subject to violent blows from the north-west and west-south-west in the winter season; and these often come on very suddenly, with heavy falls of rain.

Vessels bound to this port should endeavour to enter it in clear weather, as the tides run through the strait about seven miles an hour, and renders the navigation very dangerous in calms or thick weather. In all cases it is proper to keep the shore of the island best on board, as the middle of the strait contains many sunken rocks and small low islands. Wood, water, fish, and refreshments of every kind, may be had here on the most moderate terms. The tide rises from fourteen to eighteen feet; and it is high water, on full and change days, at half-past eleven o'clock.

CHAPTER III.

Bay and City of Valdivia—The Araucanians—Town of Pelchue—Retrospective Observations—Towns of Colema and Chillan—Province of Chillan—Arrive at Valparaiso—Continue the Survey of the Coast—Province and City of Copiapo—Bay and Town of Pisco—Sailing Directions, &c.—The Bay or Roads of Callao—The Blockade and Siege of Callao—General Rodil refuses to Surrender—The Tartar enters without Ceremony.

HAVING supplied ourselves with such refreshments as we stood in need of, and taken leave of our kind and hospitable friends at St. Carlos, we left the island of Chiloe, and steered to the northward as far as the port of Valdivia, carefully examining the coast, which proved to be one continued range of rocks and breakers for the distance of about forty leagues. They extend from one to three miles off-shore, and are very dangerous for mariners to approach, who should always be careful to give them a good berth, unless they are in search of hair-seals, which frequent this part of the coast; but are difficult of access, on account of the heavy swell that continually rolls in from the westward.

Between St. Carlos and Valdivia, or rather Baldivia, as it ought to be written, there is no resting-place for the mariner; neither port nor shelter—trade nor refreshments. Far inland are seen the towering Andes, lifting their giant forms to the sky, and collecting at their base the means of supplying several small rivers which descend to this part of the seacoast; but none of them are navigable. Between the parallels of thirty-nine and fifty of south latitude, there are several volcanoes to be seen among the Andes. I have seen more than a dozen in running along this part of the coast, some of which were near the shore, and burning with inconceivable rage. Some distance inland are extensive plains, which form fine grazing fields for cattle.

November 27th.—We reached the mouth of Baldivia Bay on

Saturday, the twenty-seventh of November; latitude $39^{\circ} 50'$ S., long. $73^{\circ} 36'$ W. On the north-east side of this beautiful bay is a populous town of the same name, erected on the south bank of the river Baldivia, about eight miles from the seaboard. The harbour is sheltered from all winds, and there is sufficient depth of water for vessels of one hundred tons to lie abreast of the town, within a few fathoms of the landing. This place is well defended by several fortifications, and carries on a considerable trade with the northern parts of Chili and Peru.*

This city was built by the Spanish general Baldivia, about the year 1551. Eight years afterward, the people of Chili, Araucanians principally, defeated the Spanish troops, and chased them from this settlement, burned the town, and put the inhabitants to the sword. How long they kept possession I have never learned; but in 1645 it was taken by the Dutch, who were soon compelled to abandon it, and to leave all their cannon, consisting of thirty or forty pieces, their baggage, and their stores. This sudden retreat was owing to their receiving intelligence that succours had been transmitted from Peru.

The population of Baldivia is estimated at about five thousand, being a mixture of Spaniards, Araucanians, and original Valdivians. They are, in general, a well made, robust, active people, with pleasing and interesting countenances. Their faces are round and full; their eyes small, but quick, lively, and expressive: all their features are well formed, especially the nose and mouth. Their limbs are very muscular, and finely proportioned, with small hands and feet. The head is covered with thick black hair, which is not suffered to grow long. The teeth of both sexes are very white, regular, and handsome.

For symmetry of form and grace of motion, the ladies of Baldivia will yield to no other on the coast. Their sharp, black, quick, penetrating eye is well calculated to soften the most frigid heart that may be exposed to its glance. Easy in manners and address; mild, gentle, tender, and affectionate in their social relations; modest and retiring, yet not without a due share of well tempered self-confidence; delicacy of sentiment, and refinement of expression—all these charms are theirs, besides others of less importance.

There are many valuable gold mines near this place, and for that reason the Spaniards fortified it, regarding it as a key to the South Seas. This circumstance has tended to assist its growth and increase its prosperity. As a seaport, Baldivia affords every convenience for ships to go through a thorough repair, at a very moderate expense. A considerable number of ship-carpenters are constantly employed here in constructing small vessels, and some even as large as three hundred tons burthen, which they send to Peru and the north part of Chili for sale, usually meeting with a ready market. At this place, and also at St. Carlos, ships may generally find a sale for part of their cargoes, of the coarser kinds of goods than are used farther north. At the same time, all kinds of refreshments can be had here in great abundance, and at a very low rate; the natural productions being similar to those

* Baldivia Bay was surveyed in the year 1819, by Captain William Skiddy, eldest son of Captain John R. Skiddy, of New-York. I have sailed with this gentleman, as his first officer, eighteen months, and avail myself with pleasure of this occasion to bear testimony to his estimable character as a man, and his superior excellence as a ship-master.

of St. Carlos; and the manners and customs of the two places differ but very little.

I have already mentioned that the aborigines on this coast are called Araucanians, and that they inhabit the rich and fertile districts between the rivers Biobio and Valdivia. The fruitfulness of the soil, abundant springs, and a temperate climate, render that country even more delightful than Chili. Arauco, the smallest province in their territory, has given its name to the whole nation. They never used to build towns, but resided in scattered villages, or in hamlets on the banks of rivers. Love of liberty and want of refinement induced them to consider walled cities as the residence of slaves.

The Araucanians, says Vancouver, were the only people in South America that maintained their independence by force of arms; but the prudence and ability of a single individual have done more in reducing that warlike people than all the armies of Spain. By the judicious policy of Vallenor, President of Chili, the two nations have long been kept on amicable terms with each other; and now Indian magistrates superintend the trade carried on by their countrymen with the Spaniards. The colonists and the natives associate with each other, and Araucanian workmen are frequently met with in the Spanish settlements. Intermarriages have likewise tended to strengthen the bond of union, as is also the case at Chiloe.

Polygamy is considered lawful by the Araucanians in the interior, who still adhere to their ancient usages; but the first wife is treated with great respect by all the others, and acknowledged to be their superior. Each wife is obliged to present daily to her husband a dish prepared with her own hands; and once a year a *poncho*, or embroidered cloak. The women pay great attention to the cleanliness of their persons.

November 28th.—On Sunday morning, at six, A. M., we resumed our survey of the coast, with a fine breeze from south-south-west, and fair weather; and on Monday, the twenty-ninth, were close in with the entrance of the river Tolten. We soon discovered that this river would admit nothing but boats; and even to enter with them would be at the hazard of capsizing, from the heavy rollers that are continually running in from the south-west, and breaking on the bar a great part of the year.

There is a small town on the northern bank of this river, which the natives call Pelchue, containing about seven hundred inhabitants, principally converted Araucanians. They have a church and two Catholic priests, who are Spaniards, and keep the people completely under their control. These ecclesiastical gentlemen attend the fandango dances with the natives, and share in their favourite amusement of cock-fighting, at which the latter will often hazard all that they are worth. There is a building erected expressly for that purpose in the south part of the town, surrounded by a beautiful garden. The building is one story high, and about forty by sixty feet on the floor, with a circle of seats and galleries. This amusement is allowed only on Sundays and festivals, on which days it is attended by a vast concourse of people of all classes, the most of whom are never backward in betting.

The church is large and capacious, but not elevated, on account of earthquakes. It is richly endowed, and the interior is fitted up and embellished in a style of considerable splendour. In these embellishments the precious metals are not spared, particularly about the altars. Some of the columns are plated with silver an inch thick; while the drapery, curtains, cushions, and tassels are all of rich silk crimson damask. The bell is large, and in fair weather may be heard at a great distance. The amusements of both sexes, at evening or afternoon parties, are similar to those of the citizens of St. Carlos.

November 30th.—From the river Tolten we continued our course to the north. The coast from Valdivia to the island of Mocha is entirely free from dangers half a mile from the shore, and continues the same to the island of St. Maria south of the river Biobio. From Valdivia to Carnero Bay the course is about north-north-west one-quarter north; and from thence to St. Maria the course is north-by-west, and north-half-west. We landed at the river Tarua, bearing east-by-north from the island of Mocha, distant about six leagues. The landing at the mouth of this river is very good at high-water.

There is a small village on the south bank of this river, called by the natives Yapelhue, where refreshments of every kind may be had on the most moderate terms. The inhabitants are Araucanians, and are a very good-natured, friendly sort of people. Their property consists principally of cattle, sheep, and hogs. They also raise an abundance of fruit, particularly apples, of which they make very good cider. The mouth of this river is in latitude $38^{\circ} 18' S.$, long. $73^{\circ} 45' W.$

From this last-mentioned place to the island of St. Maria there are several small rivulets, but they are not even navigable for boats. The back country presents to the mariner, as he sails along this coast from one to three miles off-shore, one of the most pleasing and picturesque appearances I have ever witnessed in any part of the world; and the shores are entirely free from dangers. We saw a few small rookeries of hair-seals on the beaches to the south of the Bay of Carnero.

On the south side of the last-mentioned bay is the highland of Tucapele, a rocky mountain about two thousand feet above the level of the sea, from which it rises in a bluff precipice, forming a very conspicuous mark for this part of the coast, as there is no other elevated land between the island of Mocha and Conception Bay.

December 3d.—On Friday, the 3d of December, we passed the mouth of Port Conception, within about one mile of the shore.

By this time the reader must be aware that every mile of the east coast of Patagonia, from Cape Corrientes to the Strait of Magellan, through the strait to Cape Victory, and from thence to Port Conception, through the Gulf of Guaytecas, has been carefully examined by my boats; and wherever there is no danger mentioned in this journal, the reader may be sure that the passage or coast is safe. If a frank, open, plain statement of facts should obtain currency, instead of those highly wrought descriptions of dangers which border on romance, I am led to believe that navigation in the most distant parts of the world will, in a short time, be considered equally safe and easy as that between America and Europe. All that is necessary to bring about this

desirable result is for every navigator to give unvarnished statements of things as they really and actually exist; and not attempt to enhance his own reputation for skill and courage by exaggerating the difficulties he has encountered and overcome. From the long experience which I have had, in the most windy, blustering, and boisterous seas,—along coasts, around capes, and through straits, on almost every part of the globe's surface, I can assert with confidence, without the fear of the fact's being disproved, that there is no worse weather or more hazardous navigation, in any latitude or longitude, than there is on the coast of North America.

It is a melancholy fact that most disastrous accidents have occurred, and will again occur, to the best of ships, commanded by the most able navigators, and manned by the most efficient crews. But where there is one fact of this description, there are many of a very different character. Some ship-masters, I am sorry to say it, do not understand their duty, and are not competent to fill the station to which they have aspired; others, who are better qualified, are deficient in energy and decision, and have not confidence in their own judgment. Many disasters are attributable to both these facts; and they are published to the world as so many evidences of unavoidable perils in navigation.

As before stated, we passed Port Conception on the 3d of December, and traced the shore along to the northward, for the distance of thirteen leagues, to the river Itata. The coast between the two places runs north-by-west, with a bold shore, free from dangers a little more than two cables' length from the beach.

On the north bank of the river Itata, about ten miles from its entrance, is the little town of Colemu, inhabited by about six hundred Araucanians, and one Catholic priest, a native of Old Spain. Farther up the river, at the distance of about seventy miles, on the same side, stands the populous town of Chillan,* containing about twelve hundred inhabitants of the same race, who are blest with seven Catholic priests, besides about thirty other persons from Spain, England, and the United States, most of whom have absconded from ships engaged in the whaling business, while watering at Talcaguano, and settled here; having taken "wives of the daughters of the land," with whom they appear to live very happily. This town can boast of two churches and a convent. The inhabitants are a very active, industrious people, engaged in rural and pastoral occupations, particularly in raising wheat and cattle. A considerable quantity of grain is shipped from this place to Conception and Valparaiso, in small vessels of one hundred tons and less, navigated by the natives of the coast.

On spring tides, the water has a depth of ten feet as far up this river as the town first mentioned; between which and Chillan intercourse is kept open by small flat canoes. In the summer season, a ship may anchor in a small bay about three miles to the northward of

* This town, which is also called San Bartholomew, is the capital of the province of Chillan, the latter being twelve leagues from north to south, and twenty-five from east to west. Its plains, being considerably elevated, afford excellent pasture for sheep, whose wool is reckoned of a superior quality. The province Itata, between Chillan and the coast, is eleven leagues from north to south, and twenty-three from east to west. It produces the best wine in all Chili, known by the name of Conception wine, from its being the product of lands belonging to the inhabitants of that city.

the river; where, with the prevailing winds, she will have a tolerable good shelter, in from twenty to five fathoms of water, with sandy bottom. Whatever refreshments may be wanted will be brought off in bolsoes, if the sea be too rough for the ship's boat to land. There are no dangers along this part of the coast, excepting off the north point of the river, where there is a sandbank, running nearly dead off-shore for the distance of half a mile. In approaching this bank, the water shallows very suddenly, from ten fathoms to two. After bringing the extremity of the north point of the river (which is very low) to bear east-by-south, the ship will be to the north of the bank; when she may choose her own anchorage, taking care to be at least half a mile from the shore, that she may have room to get under way, if the wind should set in from the westward, which is seldom the case.

About twenty-six leagues from the river Itata, on a north-half-west course, the river Maule, mentioned in my former voyage, empties its waters into the Pacific. Between these two rivers the coast is entirely free from dangers, two cables' length from the shore. Twelve leagues north of the Itata are three small islands, or rocks, connected with the main, from which ships are perfectly safe at the distance of twenty fathoms. On these rocks we found a few hair-seals, but they were very wild.

Seventeen leagues from Rio Maule, about north-half-west, lies the Topocalma Shoal, which is nearly three miles in length, and about the same distance from the shore. I have seen the sea break on this reef with great violence, but the passage between it and the main is safe for small vessels. I would not, however, recommend it to ships, except in case of necessity. This reef lies in lat. $33^{\circ} 53'$ S., and the land abreast of it runs circuitously towards the river Mapo, on the north bank of which is a small town, called by the natives Logrono, or Antonio.

From the river Mapo, a course north-west-by-north leads to a white rock, in lat. $33^{\circ} 27'$ S., which appears at a distance like a vessel under sail running along the coast. This rock is nearly connected with the shore, and forms a good landmark for distinguishing this part of the coast. Fifteen miles north-north-west from White Rock is Point de Couramilla, having a sugar-loaf hill near it, which has the same appearance from different points of view on the seaboard. The coast from Topocalma Shoal to Point Couramilla is bold, and free from dangers; but to the northward of the latter there are some rocks, which run out about half a mile from the land. From hence to Point Angel, at the entrance of Valparaiso Bay, the land is high, and the course north-north-east, about four leagues' distance. Point Angel may be known by a house and signal-staff upon it.

December 8th.—Having thus examined the whole extent of this coast, from Cape Tres Montes to the Bay of Valparaiso, we entered the last-named port on Wednesday, the 8th of December, and came to anchor in fifteen fathoms of water, about three cables' length from shore. From this anchorage Point Angel bore west-by-north; the fort in the town west-north-west; the church of Almandel south-east-by-east-half-east; and the eastern point of the bay north-east-by-east.

I lost no time in paying my respects to my old friend, Mr. Hogan, who received me in the most cordial and affectionate manner, tendering his services in that kind, polite, delicate, and friendly style which relieves a favour from the weight of obligation. Indeed, the generous feelings of this truly good man are too prone to run ahead of his limited means, especially in cases where the interests of his countrymen are concerned. His life is devoted to acts of usefulness and beneficence, and the emoluments of his office are nothing in comparison with the sum of good he performs. Few things would afford me greater pleasure than to see this venerable and faithful officer rewarded by his country with some situation under the government where the labours would be lighter and the reward more commensurate with his deserts.

As a brief description of Valparaiso, comprising all the particulars with which I am acquainted, will be found in the journal of my former voyage, I have nothing to add in this place. Having transacted the little business I had to perform at this port, we sailed for Callao on Saturday, the 11th of December, with fresh winds from south-south-west, and fair weather. After passing Coquimbo, we touched at the Bird Islands in search of seals, but found very few of the fur kind. These islands are in lat. $29^{\circ} 35'$ S., and lie about north-west from Point Tortuga, distant eight leagues; being ten miles from the nearest land. Still farther north is the island of Choros. Ships may run anywhere among these islands, or between them and the main, with perfect safety.

Eleven leagues from these islands, in the direction of north-by-west, is the island of Canaveral, joined to the main by a small sandbank, which is covered at full sea. Six leagues farther, north-half-east, is Point Aliade, off which there are a few rocks, which extend into the sea for the distance of about half a mile. Nearly north, at the distance of two leagues, in lat. $28^{\circ} 24'$ S., long. $70^{\circ} 58'$ W., is the port of Huasco, or Guasco, which is merely a roadstead, open to the winds from north to west-by-south; which never blow at this place, however, so as to injure any ship. The anchorage is in front of the river, under a small low island, in from fifteen to seven fathoms of water, sand and mud bottom. Huasco Hill is high, rising in two peaks, the northernmost of which is the highest, forming a good mark in running for this place, as there is no other like them on all the coast.

December 14th.—We left the port of Huasco on Tuesday, the 14th, and steered to the north, with a favourable wind, and fair weather; and on the following day we were off the port of Copiapo. All the islands and rocks between this place and Coquimbo are frequented by hair-seals; and a small cargo might be obtained in the pupping season.

The city of Copiapo is the capital of a province of the same name, which contains mines of iron, copper, platina, lead, and silver, and abounds in gold, lapis-lazuli, and fossil salt. The city is situated on a river which also bears the same appellation, and is in lat. $27^{\circ} 10'$ S., and long. $71^{\circ} 4'$ W. The province, which stretches from the Andes to the sea, is one hundred leagues in length, and about seventy in breadth. Its northern part is inhabited chiefly by the hunters of an animal called the *vicugna*, about the size of a tame goat, but greatly

exceeding it in the length of its neck and legs. In this province, as in its more southerly neighbour, Coquimbo, it very seldom rains; but the dews fall in such abundance as in a great measure to supply the want of rain. Snow, except on the Andes, is very uncommon; and on the coast entirely unknown. The climate is mild, equable, and salubrious, and the inhabitants enjoy a constant succession of fine weather from the beginning of spring until autumn.

Previous to the invasion of the Spaniards, in 1535, the provinces of Copiapo and Coquimbo had been subdued by the Peruvians, under their tenth inca, Yupanqui, who imposed on them an annual tribute of gold, but made no innovation, either in their customs, manners, or government, all of which they were suffered to retain free and unaltered, till the year 1535, when Chili was invaded by the Spaniards, under Diego Almagro. This brave and enterprising officer, who afterward fell in a contest with the army of his rival, Pizarro, was succeeded by Valdivia, who gave his name to the city and river mentioned in the first part of this chapter. He was finally defeated by the intrepid Araucanians, his army cut to pieces, and himself taken prisoner. Not a single Spaniard escaped the slaughter; only two Promaucians, who were now allies to their invaders, reached Concepcion with intelligence of the battle. Valdivia condescended to ask his life of the conquering Araucanians, but was put to death.

The city of Copiapo has been frequently destroyed by earthquakes, which have occurred at different periods, about twenty-five years distant from each other. Thus there was one in 1773, another in 1796, and a third in 1819. The ruins, which are still visible, present a scene of dreadful destruction; the walls of the different buildings and churches having fallen in different directions. On the west side of the ruins, at some distance, is the silver mine of Santa Clara. There are also gold mines in the neighbourhood.

The point of Copiapo forms a remarkable headland, and from a distance appears like an island. The river empties into the north-east part of Salada Bay, and there is a small island lying before its entrance. The bluff point, or Moro of Copiapo, lies in lat. $27^{\circ} 10'$ S., long. $71^{\circ} 4'$ W. Variation per azimuth $11^{\circ} 55'$ easterly.

To the northward of Copiapo the coast runs north, a little westerly, to the Bay of Mexillones, which has good anchorage under the south shore, in from fifteen to five fathoms of water, sandy bottom. This place is situated in lat. $23^{\circ} 2'$ S., long. $70^{\circ} 24'$ W.—the great Desert of Atacama forming the interior. We continued examining the coast in this direction to the river Loa, in lat. $21^{\circ} 31'$ S., long. $69^{\circ} 57'$ W. This river divides Peru from Chili, and is the boundary line between Atacama in the latter and Tarrapaca in the former. The coast, from this place to Copiapo, has many small islands and rocks lying near its shores, on each of which may be found hair-seals, the most of which can be easily taken. The whole extent of this part of the coast is entirely free from dangers, half a mile off-shore.

December 20th.—On Monday, the 20th, we left the river Loa, and steered for Callao, with a fine breeze from south-south-east, and fair weather; and on Thursday, the 23d, we came to anchor on the east

side of Sangallan's Island, within about half a mile from the mainland, in five fathoms of water, sandy bottom. On this island and the adjacent keys we found a few fur-seals. Hair-seals were quite numerous, but we did not take any of them.

The passage between Sangallan's and the mainland is the southern entrance, and perhaps the best passage to approach Pisco; though vessels may pass on either side. It is in lat. $13^{\circ} 53' S.$, long. $76^{\circ} 13' W.$ After passing the east point of this entrance, you may double immediately round to the eastward, and anchor in what is called Old Man's Bay, in from twelve to four fathoms of water, sandy bottom, sheltered from all winds. There is no danger in entering this passage, keeping the mainland best aboard, to avoid a sunken rock which lies on the other side, about two cables' length from the easternmost key, or small islet, on which the sea breaks in rough weather. The depth of water in the passage is from thirty to twelve fathoms. From this passage steer north-east-by-north, a little northerly, about eight miles, which will bring you to the anchorage of Pisco. It was in the Bay of Paraca, to the south of this anchorage, that the celebrated Lord Cochrane landed, in 1821.

In sailing from Pisco Roads, you may pass between Sangallan's Island and the Chinca Islands, or to the north of the last-mentioned islands, with perfect safety, as there are no dangers around these islands, more than two cables' length from the shores, but what show themselves on the surface.

The Bay of Pisco has been so accurately described by Capt. Amasa Delano, that I shall take the liberty of copying the paragraph verbatim, as far as it coincides with my own actual observations.

"The Bay of Pisco is large, and as clear of all dangers as any that I ever saw. It has regular soundings all over it, of a moderate depth of water, and fine clear ground for a ship to anchor in. The bay is a crescent in the land, and has a number of islands lying before the entrance to the westward of it, which break all the sea, or wind, if there should be any from that quarter. The islands are called the Tinkers, and are considerably large: they have good anchoring under the lee of them, and there are many seals on them.

"The most common way to go into Pisco is by coming from the southward, and sailing between the island of Sangallan's and the mainland. This island lies in latitude $13^{\circ} 52' S.$, and has a passage between it and the main about two miles in width, which is very clear of all kinds of danger. As soon as it is passed, the vessel must be hauled round the point of the bay to the eastward, and sail in to the northward and eastward, leaving all the islands and rocks to the left-hand, for the purpose of keeping to windward. After having passed to the eastward of all the islands in the bay, Pisco will come in view, lying in the easterly part of it, in latitude, by our observations (though we had not a very good opportunity to observe), $13^{\circ} 42' S.$ The anchor may be cast in four, five, or six fathoms, to the westward of the town, though in reality there is good anchorage anywhere to the southward of Pisco, with a better riding-place than off to the westward.

"The shore or landing-place at Pisco is not very good, owing to

a bar that lies before the town ; but at most times one can land with a good boat, and always procure plenty of refreshments, if the government will give permission. The town is much larger than the other small ports on some parts of the coast, but it is an inconsiderable place. It stands on a plain which is low, and runs for some miles back before it borders on the mountains, and appears handsome in comparison with any place south of this till you get to Coquimbo. It is tolerably well supplied with all kinds of provisions, vegetables, and fruit ; but the fresh water is not very good. The houses are built after the style of Conception and Valparaiso : the habits and customs of the people are likewise similar.

“The country back has a much better aspect (on account of the level ground before you come to the mountains) than any place to the south for many degrees. The bay would accommodate any number of ships, and afford them good shelter. The islands to the westward of it are large, and afford nothing but seals, eggs, and bird-manure : the latter is a great article of trade on the coast of Peru,” &c.

Dec. 25th.—After examining Sangallan’s Island and the Chinca Islands for fur-seals, with very little success, although hair-seals were plenty, we sailed for the port of Callao, the seaport and citadel of “the queen of cities,” as Lima was formerly called by the Spaniards. This was on Saturday, the 25th of December ; the weather was pleasant, and we were wafted along with a fresh breeze from south-south-east. At two o’clock on the following morning we came to anchor in Callao roads, in four fathoms of water, muddy bottom, about two cable’s length from the landing-place.

The Bay of Callao is protected from the prevailing south winds by a long neck of land which projects into the sea, and by the large island of St. Lorenzo, which rises opposite to this cape ; also by the small islands of Fronton and El Corcobado. The island of St. Lorenzo is readily known, on making it from the west or south-west, by the hills or peaks on its north end. There are several small rocky islets lying off the south end of this island ; but there is deep water between them, and a clear passage for running into Callao, keeping St. Lorenzo best on board, until the castle on Callao Point opens north of the low sandy point to the west of it. But though this entrance to Callao is perfectly safe for those who are acquainted with it, I would advise strangers to go round the north end of St. Lorenzo. The shore on the north side of the bay is bold, and free from dangers.

Callao was at this time in possession of the royal troops, under General Rodil, commandant of the castle and fortress by which the place is defended. Although the port was declared to be under blockade by the patriots, I found no difficulty in passing in unmolested. The independence of Peru had been at length accomplished by the decisive victory of Ayacucho, fought seventeen days before my arrival. Bolivar was then at Lima, invested with dictatorial powers, and the main body of the liberating army from Colombia was commanded by Antonio Jose de Sucre. Five months of skilful manœuvring on either side preceded the battle : the result is well known ; the royalists were defeated with great slaughter. La Serna the viceroy was pursued and taken prisoner ;

and General Canterac, the second in command, found it necessary to capitulate.

By the terms of capitulation, all the Spanish possessions in Peru were to be given up, including the castles of Callao; and all the officers, stores, military magazines, and arms were to remain in possession of the patriots. But the commandant (Rodil) refused to surrender in compliance with the capitulation, and continued to defend the castles of Callao with unyielding obstinacy. Bolivar had therefore issued a proclamation declaring the port to be in strict blockade; and that Rodil, by his conduct in holding the castles, should be considered as having separated himself from the Spanish nation, and cut himself off from all the rights of nations. Adequate forces were also assembled by sea and land, and the castles closely invested. The patriots had erected a battery within gun-shot of Callao, and the besiegers and besieged were continually firing upon each other, but without much effect. Rodil was well supplied with stores and ammunition, and rejected every proposal for his surrender.*

Such was the state of affairs when I entered the port of Callao on the 26th of December, 1824, and anchored near the town. A United States' squadron, under Commodore Hull, was lying in the roadstead, consisting of the frigate *United States*, the sloop-of-war *Peacock*, and schooner *Dolphin*: their object was the protection of North American commerce, which had suffered much during the struggle of the revolution.

CHAPTER IV.

The Port of Callao—Destruction of the Town in 1746—Condition of the Place in 1824—Closely invested by Land and Sea—Did not “catch a Tartar”—The City of Lima—Sail from Callao—Arrive at Quilca—Visit the City of Arequipa—Sail from Quilca—Arrive at Port Santa—Cruise along the Coast—Port of Guanchaco—City of Truxillo—Bay of Caraccas, and the surrounding Country—View of Chimborazo—A Nation in the Clouds—Volcano of Pichinca—Eruption of Cotopaxi—Sail from Caraccas Bay—Arrive at Cocos Island.

CALLAO, as the reader probably knows, is a seaport town of Peru, situated on the south-east side of a beautiful bay or harbour, which forms the mouth of the River Rimac, or Lima; on the south side of which, seven or eight miles more inland, stands the celebrated city of that name. Previous to the dreadful earthquake of 1746, Callao was considered by the Spaniards to be impregnable: it was then fortified by ten bastions and several batteries, and defended by a strong garrison. But *that* Callao was entirely destroyed by the visitation just alluded to, and the present town stands farther from the water, consisting of a single street, not more than half a mile in length, following

* For a more particular description of this siege, see the *Annual Register*, published by G & C. Carvill, for 1825-6, p. 183.

the curvature of the bay: this street is intersected by two or three others, which are of course very short, except the one which commences the great road to Lima.

The houses generally are of one story only, with flat roofs, which is of no inconvenience in a country like this, where it seldom or never rains. For the greater security against earthquakes, these buildings are constructed in a peculiar manner, and covered with exceedingly light materials. In the first place, the size and shape of the intended edifice is carefully marked out upon the ground which it is intended to occupy. Then, instead of proceeding to lay a foundation as we do, they dig deep holes in the ground along the line which marks the building's dimensions, about six feet apart, in which they firmly set posts of twelve or eighteen inches in circumference, and of sufficient height to form a dwelling. On the outside of these posts long sticks of bamboo, an inch or more in diameter, are fastened in a horizontal position, with thongs of undressed hide. They commence at the ground, where they lash on three bamboos close together; two feet above them, they lash on three more, and so on to the top, leaving about the same distance between each triplet of bamboos: through these horizontal layers more slender bamboos are woven perpendicularly as closely as possible. On the outside of all is put a coat of plastering, and the walls of the house are completed. The roofs are of cane, and are woven and plastered in the same manner; so that in the most violent earthquake, unless the ground be broken, nothing can fall but bamboos and plaster, the weight of which might bruise, but would hardly fracture a limb, much less destroy life.

The old town was differently constructed, and "great was the fall thereof;" but though the earthquake was the cause of its destruction, it was not the immediate instrument. "The sea," says Ulloa, "receding to a considerable distance from the shore, returned in mountainous waves, foaming with the violence of the agitation, and suddenly turned Callao and the neighbouring country into a sea. This was not, however, totally performed by the first swell of the waves; for the sea, retiring farther" (so far, says another writer, as to leave the shipping dry), "returned with still more impetuosity,—the stupendous masses of water covering both the walls and other buildings of the place; so that whatever had escaped the first irruption was now totally overwhelmed by these terrible mountains of waves, and nothing remained except a piece of the wall of the port of Santa Cruz as a memorial of this terrible devastation.

"There were then in the harbour twenty-three ships and other vessels, great and small, of which nineteen were absolutely sunk; while the other four, one of which was a frigate called *St. Fermus*, were carried by the force of the waves to a great distance up the country. This terrible inundation extended to other parts of the coast, as *Cavillos* and *Guanape*. At Callao, where the number of inhabitants amounted to about four thousand, two hundred only escaped; and twenty-two of these by means of the above-mentioned fragment of a wall."

'Thus was Callao entirely swept away; and according to Captain

Delano, who received his information from an antiquated survivor, "the sea broke over the ground where it stood for several days successively after it happened. This," he adds, "so entirely destroyed the soil that it has never collected since so as to produce a spire of grass." Captain Delano was here in 1805, nineteen years before my visit; and on surveying the site of the former town, he says, "The sight was shocking to a man of sensibility to see the piles of human bones that lie here. The principal remains or signs of a town were the brick arches and stoned cellars which were not destroyed by the earthquake. My companions informed me that some of the arches were the ruins of prisons, where all the foreigners, as well as the lower order of the Spanish people, were confined. These arches were filled with human bones, as were also most of the cellars, without any kind of covering over them. The reason, as I was informed, that the arches were so filled with the bones was, that there were people employed to pick them up as fast as they worked out of the gravel, and put them into these cellars and arches, but they had not yet put them all in. I presume we saw many cart-loads strewed all over the ground, besides those that were already picked up and deposited." The same earthquake almost totally destroyed the city of Lima.

Callao road, bay, or harbour is the largest, safest, and most beautiful of any in the South Seas.* It contains no rocks, and the water is very deep. As the winds which prevail here during the winter always blow from some point between the south-east and the south, but most generally from the south, the water in the bay is always tranquil, being sheltered by Callao Point and the island of St. Lorenzo. The river of Lima, which discharges itself into the sea under the walls of Callao, furnishes an abundance of good water; and the loading and unloading of vessels are facilitated by a mole furnished with cranes, &c.

The turbulent state of the times during the revolutions and counter-revolutions which had distracted South America for several years previous to my visiting its western coast, had greatly retarded the growth of her cities, and the prosperity of the inhabitants. While under the government of the Spanish viceroys, the cities and towns of Peru were more populous than at present. In the year 1810 the population of Callao was estimated at five thousand; but in 1829 the Rev. Mr. Stewart reports it to be about two thousand. When I visited it in 1824, as related in this journal, it was difficult to form any accurate estimate. Most of its males were in the patriot army, and many of its inhabitants had removed to more tranquil situations.

As the seaport of Lima, Callao has been a place of considerable commerce, and will no doubt become so again when the new republics have once settled down on a permanent basis. Before the provinces threw off the Spanish yoke, Lima was the general emporium of the viceroyalty, and the common factory for commerce of every kind. On the arrival of a fleet at Callao with European commodities, the merchants of Lima would forward to their correspondents in other cities such articles as they had received commissions to purchase, and reserve the

* The Pacific Ocean was first called the South Seas, because the Spaniards crossed the Isthmus of Darien from north to south when they discovered it.

rest in warehouses, to be disposed of on their own account to traders who resorted to the place, or to be sent to their factors in the inland provinces. The produce of these sales in the interior was remitted in bars of silver, upon which also a great profit was made at the mint.

The city of Lima, of which so much has been said, sung, and written, is the capital of Peru, and was founded by the celebrated Pizarro, on the 15th of January, 1535. It stands in the midst of a broad, spacious, fruitful, and delightful valley, called *Rimac*, which received its name from an idol formerly worshipped there by the Peruvians. The word signifies "*He who speaks*," and is supposed to have been corrupted by the Spanish pronunciation into *Lima*. A river of the same name runs close by the city, on the north, watering the valley by numerous canals, and falling into the sea near Callao; from the roadstead of which can be seen the towers and domes of "*the splendid city*," stretching for a mile or more in the distance, with the gigantic Andes soaring in hoary majesty at least thirty miles beyond them. These features present a beautiful appearance, as seen from the bay where I was now at anchor, and excited a strong desire in my bosom to visit the "queen of cities." But that was now impossible; I had therefore to rest contented with such imperfect descriptions as I could pick up from those who had been there, which I afterward found to be correct from my own observations.

The form of the city is triangular, the longest side extending along the banks of the river above three thousand yards; and the greatest breadth from the base to the apex is about two thousand two hundred. The whole of the town is surrounded with a brick wall, flanked by thirty-four bastions; the streets, which are broad and regular, cross each other at right angles: they are well paved, and kept constantly clean by streams of water from the river, which are arched over, and rendered subservient not only to cleanliness, but to many other conveniences. The number of streets in Lima is not less than three hundred and fifty.

Pizarro, in laying out this city, distributed the spaces for the houses into quarters of one hundred and fifty *varas*, or Spanish yards. The houses of the wealthy have gardens attached to them, which are watered by the canals that run through the city: these houses are generally built in the Moorish style, as introduced into old Spain by their invaders,—consisting of a square pile, of two stories, enclosing a quadrangular court, which is surrounded with piazzas, and sometimes contain a second, or even a third inner court. Those of the less opulent, though low, are generally commodious, and of a handsome appearance; they are constructed of wood, on account of the frequent earthquakes, but are so plastered and painted as to resemble stone edifices.

The best buildings are in and near the centre of the city, and the houses gradually decrease in beauty and convenience as the streets approach the circumference. Indeed, Mr. Stewart very justly remarks, that on entering the city from the Callao avenue, the appearance of Lima is far from being prepossessing. "I scarce ever felt greater surprise," says this observant traveller, "than on entering the first street after passing the gate. Instead of 'the splendid city,' of which

from childhood I had read with such admiration, I was tempted to think myself in Timbuctoo itself. Mud houses of one low story, with large doors and grated windows, exposing filth and poverty to view, inhabited only by negroes and mulattoes, thronging in gaping and half-naked crowds about the doors and corners, were alone in sight.

“By degrees, however, the appearance began to improve: the houses became more neat and lofty, till something like civilization and comfort, if not elegance, was to be seen. But even in the best streets through which we passed every thing wore a decayed and shabby appearance, while the covered verandas projecting from the second story, of clumsy architecture and dark colours, threw an air of gloom over the streets.”

Much of the decayed and shabby appearance above alluded to is attributable to the horrors of civil war; for no city can be alternately occupied by hostile armies without suffering in its appearance, as well as in its moral and commercial health. But Lima is now gradually improving in both, and may yet resume the splendid rank she formerly held.

On the opposite side of the river, connected with the city by a bridge of brown freestone, is the suburb of St. Lazaro, of considerable extent, equalling the city itself in the regularity of its streets and the beauty of its edifices. The bridge is necessarily very substantial and lofty, as the River Rimac is at some seasons swollen to an immense torrent by the melting of snow and ice on the Andes; while in the winter the stream is shallow and insignificant, sometimes “presenting only a mass of dry gravel, intersected in two or three places by small rivulets, purling like so many brooks in their pebbly courses.” The river here is about one hundred yards in width.

The grand square, or Plaza, as the inhabitants term it, in the middle of the city, is about three hundred and eighty feet in extent on each side; and the centre of it is occupied by a handsome brass fountain, which formerly must have been highly ornamental to it. Historians describe it as being magnificent, “ornamented by a bronze statue of Fame, from the trumpet of which, and the mouths of eight lions surrounding it, the water is ejected.” During the struggles of the revolution, however, this fountain was suffered to become dilapidated and out of repair, so that it had ceased to play when I visited the city in 1825. Captain Delano describes it, in 1805, as “spouting the water ten or twelve feet high, so as to fall into a square reservoir, from which it continually runs through about twelve copper pipes into a basin of sixteen or eighteen feet diameter, and has a conductor through which the superfluous water runs off. The rim of this basin is just high enough for the people to step over and fill their kegs, which vessels are the most common in use for that purpose.”

The east side of the *Plaza*, or public square, is occupied by the cathedral and archbishop's palace, both of which are large buildings, partly constructed of stone. On the north side of the square is the palace formerly the residence of the viceroy, but now of the republican president: this building is said to have been erected by Pizarro, at the founding of the city in 1536; and they show strangers one of the halls of the apartment in which the tyrant was assassinated: another exten-

sive apartment in the same building is called the Hall of Independence. On the west side is the town-house and city-prison; and the south is occupied with private houses, which have fronts of stone, adorned with elegant porticoes.

The churches and chapels, which are partly built of stone, are decorated in the most splendid style, with paintings and ornaments of the greatest value. But the riches which have been lavished on the cathedral are almost beyond belief, though characteristic of a people who once paved a whole street with ingots of silver in honour of the arrival of a new viceroy! Among the other public buildings worthy of notice, I would mention the *cabildo*, or city-house, built in the Chinese style; the mint; the palace of the Inquisition, part of which is now occupied as a national museum; and the convent of the Franciscans, said to cover an eighth of the whole city. There were formerly more than twelve hundred monks in this place, but the number is now very much reduced. There are fourteen convents for women, and an edifice for a university, that was founded in 1576.

The women of Lima are celebrated for their beauty, vivacity, and extravagance in dress. "They have handsome persons, fair complexions, beautiful hair, and a pleasing lustre in their eyes: their intellects are very acute, their behaviour easy, yet respectful, and their conversation inexpressibly interesting; and though chargeable with a considerable degree of haughtiness, even towards their husbands, yet their address, affection, and general discretion are seldom equalled in any other part of the world. The women of the lower classes, besides imitating their superiors in the love of dress, are remarkably cleanly, and keep their houses in the utmost neatness. They are naturally sprightly in their dispositions, and fond of music and dancing. The reigning passions, in short, of the fair sex in this city are show, mirth, and festivity; and the inhabitants generally are distinguished by their vivacity, intelligence, and agreeable manners."*

Both sexes smoke tobacco, for which they excuse themselves by saying that it is to guard against the deleterious effects of a certain mist and drizzle which hangs over the city at some particular seasons, and which is called Peruvian dew. The Spaniards in Lima are all creoles; and the whole population, comprising negroes, Indians, mestizoes, and other castes, together with the Spaniards, has been variously estimated at from fifty to seventy thousand. In 1824 there were fifteen thousand slaves in the city, but slavery has since been abolished.

This city has frequently been laid in ruins by earthquakes; and in 1746, when Callao was destroyed, not more than twenty houses were left standing in Lima, out of more than three thousand. Since the year 1582 more than twenty earthquakes have occurred, of such violence as to occasion more or less damage to the buildings, and destruction of lives.

The country around Lima is remarkably fertile, producing all kinds of grain and fruits in the greatest abundance; and the fields are regularly irrigated by trenches and canals arranged for the purpose. The

* Edinburgh Encyclopedia.

provisions with which the city is supplied are equally abundant and excellent.

The road from Lima to Callao is straight, wide, and level; but at this time untravelled, being occupied by the besieging army of patriots, who had possession of Bella Vista, a dilapidated town about two miles from the port. General Rodil's artillery was daily playing upon the ruins of this place, and no doubt assisted in completing the half-accomplished devastation of time and earthquakes.

Dec. 26th.—Early on the morning of my arrival in the port of Callao the star-spangled banner was displayed at the mast-head of the *Tartar*, to the no small surprise of the officers of the United States' squadron, who had not seen us enter; and Commodore Hull soon sent an officer on board to inquire our character and business. The latter, however, I did not think proper to communicate, as the success of some commercial speculations depends entirely on prudence and reserve; and though a ship-master may do what he pleases with his own secrets, he has no right to dispose of the secrets of others. In a subsequent interview with the commodore himself, he expressed some curiosity on the subject, and wondered why I should have ventured into a port so closely invested; when, if I escaped the blockading squadron, he thought I was still liable to become the victim of Rodil's cupidity, who was already straitened for provisions. My answer was evasive; but as there is no necessity for the same reserve with the reader, I shall now be more explicit. I knew, from information that I had received at St. Carlos, that there were individuals in Callao who belonged to Arequipa, an Episcopal town on the River Quilca, about two hundred and seventeen leagues south-east of Lima. I knew likewise that they were anxious to return home, and not remain shut up in a besieged citadel, the commandant of which had resolved never to surrender, but to hold out till death. I further knew that their escape could only be effected in a swift-sailing vessel like the *Tartar*, which could bid defiance to the vigilance of the blockading squadron. It was therefore to afford these people an opportunity of escaping the horrors of a siege, and perhaps death by famine, that I entered the port of Callao on Sunday morning, the 16th of December, 1824.

* * * * *

Jan. 1st, 1825.—After frequent interviews with General Rodil on the subject, I obtained permission to take away nineteen passengers, male and female, belonging to the city of Arequipa, with whom I sailed on New-year's day, 1825, for the port of Quilca. It was five, P. M., when we got under way, with a fine breeze from south-east-by-south, and fair weather. We continued beating to windward, standing in-shore, until about ten, P. M., when we took the wind from east-south-east, within a mile of the shore; tacked ship, and stood off-shore until nine or ten, A. M. The wind then gradually hauled from east-south-east to south-east, and often to south-south-east, when we would tack again, and stand in-shore. In this manner we continued to take advantage of the wind until we arrived at our destined port.

Jan. 8th.—On Saturday, the 8th of January, we arrived in safety at the port of Quilca, and anchored on the bank nearly abreast of the

town, in fourteen fathoms of water, mud and sandy bottom. Latitude $16^{\circ} 41' S.$, long. $72^{\circ} 58' W.$ Variation per azimuth $10^{\circ} 27'$ easterly. On the following day we landed our passengers.

The town or village of Quilca is the seaport of Arequipa, a fine inland city, situated on the same river, about twenty leagues from the coast. Quilca is a small place, comprising about seventy-five houses, or rather huts, built at the head of a small cove, about two miles north-north-west of the anchorage. The entrance to this cove is narrow, and between two bluff points; at the head of it the landing is smooth, and small vessels may lie here with perfect safety, moored to ring-bolts in the rocks, on each side the basin. The houses in the village are generally of singular construction; being built with reed mats, and covered with thatch. Some of them are surrounded with verandas, and covered with a flat cane roof; without chimneys or glazed windows, and the doors are made of basket-work, or wicker.

The ground about the town is covered with a white dust or powder, supposed to have been thrown out of the volcano of Arequipa, during some of its dreadful eruptions, in "by-gone years." This is not only very unpleasant to the eyes of strangers, but it has also destroyed vegetation, and rendered the country nearly barren. In sailing along this part of the coast, the volcano of Arequipa presents a remarkable appearance, that of a single sharp-pointed peak, rising about two thousand feet above the level of the sea.

About twenty miles to the south-east of Quilca is Aranta road; and to the north-west is the village of Camana, situated in an extensive and beautiful valley.

About five miles to the north-west of Camana are several small islands, or rocks, called the Pescadores, lying near the shore. On passing these islets, we must give the bank of Camana a good berth; and immediately afterward we suddenly deepen the water. We then stand in-shore, keeping the land close on board, as there are no dangers, until we are abreast of the high land of Quilca, where we immediately anchor abreast of a small valley, in from twenty to twelve fathoms of water. This anchorage is open to the seaward, entirely unsheltered, and exposed to a heavy swell which rolls in from the south-south-west. The shipping are seen lying at anchor as we approach the port.

The city of Arequipa, or, as it is sometimes spelled, Arequiba, is the capital of a Peruvian province bearing the same name. It is situated about twenty leagues from the coast, in the delightful and fertile valley of Quilca, on the margin of a beautiful river, and is said to be nearly eight thousand feet above the level of the sea. This city was founded in the year 1536, by the celebrated Francisco Pizarro, who first marked out a place for it in a different situation; but repeated earthquakes, and the inconvenience arising from its being too near a terrible volcano, induced the inhabitants to leave it, and to remove to their present site. The word "*Arequipa*" signifies, in the Peruvian language, "*to remain*," and the district was thus named, because the troops of the inca who conquered the country became so fond of it that they entreated their leader to permit them to remain there for the rest of their

lives. The inca granted their request; and in commemoration of the event, called the conquered territory by the name of Arequipa.

Arequipa is a large well-built city; the houses being neatly constructed of stone, vaulted, and much decorated on the outside. Among its public buildings are a cathedral, a college, an hospital, three nunneries, six convents, several churches, &c. &c. In the centre of the great square there is an elegant fountain of bronze, which was the usual appendage to all the cities which Pizarro founded. There is also a handsome bridge over the river. This city is subject to earthquakes, and has been four or five times laid in ruins by that dreadful scourge of South America. This evil, however, seems to be overbalanced by the mildness of the climate, and the fertility of the country round about it. Behind the city rise three lofty mountains, one of which is called the volcario of Arequipa, or the Peak of Misté, being one of the most elevated summits of the Andes. The population of this place has been variously estimated from twenty-four to forty thousand souls. The air is dry, and the climate mild and salubrious. Arequipa is in latitude $16^{\circ} 20'$ S., long. $72^{\circ} 17'$ W.

I returned to Quilca on the 14th, and on the following morning, at eight, A. M., we got under way, and again directed the Tartar's course to the north. It may not be useless to mention in this place, that the high land adjacent forms an excellent mark to designate the entrance to Quilca, which lies immediately on the north-west extremity of the high bluff shore at the south-east of the river's mouth. From this place to Ilay harbour, at the eastward, the land is high and abrupt, with a bold shore, clear of dangers.

January 18th.—We left Quilca on Saturday, the 15th, with a fine breeze from south-south-east, and fine weather; and on Tuesday, the 18th, at six, A. M., we were close in with the island of St. Martin, which lies directly in front of the town and river of Huaura. At this island, and some small ones in its vicinity, we found a few hair-seals. These islets rise immediately out of the sea, with steep bold shores; and the coast between here and Callao is free from dangers, within half a mile of the beach. There are many salt ponds and pits between Callao and Guarmey River, the latter being in latitude $10^{\circ} 7'$ south. You may anchor under the south point of this port, in from ten to five fathoms, mud and sandy bottom, where a vessel will lie tolerably smooth. The town contains about two hundred houses and two churches, and is a fine place to procure refreshments of all kinds. Wood and water, of a good quality, may be had here with little trouble.

January 20th.—On leaving this place, we continued examining the coast to the north, finding many small rocky islets, most of which contained hair-seals, until Thursday, the 20th, when we arrived at Port Santa, in latitude $8^{\circ} 56'$ south. A little to the south of the town is the island of Santa, behind which vessels may anchor, and lie in perfect safety, in from ten to four fathoms of water, muddy bottom, abreast of the river Santa, where fresh water may easily be obtained, together with wood, and refreshments of almost every description, at a very low rate.

This town is quite populous, and the inhabitants appear to be

friendly and hospitable. The air is salubrious, the climate mild, and the soil productive. The shores and waters abound with shell and scale-fish of an excellent quality. The surrounding country is said to be very fertile, the plantations producing sugar, wheat, cocoa, indigo, coffee, maize, olives, vines, fruits, and vegetables in abundance. The natives are an interesting, friendly, and industrious people. The interior abounds with wild animals, and the forests are inhabited and visited by a great variety of beautiful birds.

January 21st.—On Friday, the 21st, we arrived at Guanchaco, the seaport of Truxillo, a Peruvian city of some celebrity, of which I shall speak presently. The port of Guanchaco is six or eight miles north-west of it, in latitude $8^{\circ} 1' S.$, long. $78^{\circ} 58' W.$ Variation per azimuth $8^{\circ} 57'$ easterly.

This place is easily known by the bell mountain which rises in the interior, to the south of Truxillo, and by the mountain of Malabrigo, a little to the north of Guanchaco, which descends to the seashore. The coast between this place and Port Santa has many small reefs and sunken rocks, some of which extend nearly two miles into the sea; and from Guanchaco to Callao there are many small rocky islands, lying near the shore, all of which contain hair-seals. I believe that a vessel might soon collect a cargo of hair-seal skins from the islands and rocks along this coast, were she to come in the proper seasons—namely, when they visit the shore to breed, and when they return to shed their coats.

Truxillo is another South American city which owes its origin to the Spanish conqueror of Peru, Francisco Pizarro, who founded it in the year 1535, and gave it the name of his native city in old Spain. It stands in the fertile valley of Chimo, on the north side of the river Moche, about two miles from the sea, shut in by two majestic mountains. The city is surrounded with a brick wall, and the houses generally are constructed of the same material; embellished with stately balconies and superb porticoes. Few of them, however, exceed one story in height, on account of those terraneous convulsions to which all these countries are more or less subject.

The population of Truxillo, including Spaniards, Indians, mestizoes, mulattoes, &c., is estimated at about eight thousand souls. The inhabitants, generally, in their character, manners, customs, and habits, are much like those of Lima; the women are as handsome, as accomplished, and as fond of dress; and the city has suffered nearly as much as its neighbour by the prolonged struggle of the revolution.

The surrounding country is picturesque in appearance, and prolific in all the comforts of life. The fertile plains in this district are covered with sugar-canes and vineyards; wheat and different kinds of grain have been cultivated with so much success in that part of it near the Andes, that these articles are exported to Panama, on the Isthmus of Darien. In the neighbourhood of the city are still extant the ruins of several Peruvian monuments that were sacked by the earlier settlers. The waters of a neighbouring river are carried through the whole of this delightful country by canals and other artificial conveyances.

January 23d.—On Sunday, the 23d, we left the Malabrigo Islands, lying about north-west-by-west from Guanchaco, distant eight leagues, and steered to the north-west, with a light breeze from the south-east, and fair weather. On the following day we passed Point Aguja, which projects from the main, in latitude $5^{\circ} 58' S.$, long. $81^{\circ} 1' W.$ The coast to the south-east of the cape is low, until we come to the hill of Eton. The land between the two last-mentioned places forms a part of the Desert of Sechura. After passing Cape Blanco, the coast tends to the north-east to the river Tumbez, which marks the boundary between Peru and Colombia.

January 26th.—Crossing the Gulf of Guayaquil, we continued standing along shore to the north, until Monday, the 24th, when we arrived at Salango Bay, at six, A. M., and after examining the islands of Peledo and Salango, we steered for Callo Island. We found no dangers round these islands, nor any thing else, except birds and hair-seals; we therefore directed our course for the Bay of Caraccas, where we arrived on Wednesday, the 26th, and anchored near the mouth of the river, in four fathoms of water, clay bottom; latitude $0^{\circ} 31' S.$, long. $80^{\circ} 11' W.$ Variation per azimuth $8^{\circ} 13'$ easterly.

In entering this bay, strict attention must be paid to the lead, as there are many shoals to the north and in front of the entrance; and there are some also on the south-west side of the bay. The water being generally smooth here, these dangers seldom show themselves on the surface, and therefore render the greater caution necessary. If it be the navigator's wish to anchor near the mouth of the river, he will approach it on the south-west side, where he may anchor within half a mile of it, between two banks that are nearly dry at low water. The western bank will completely shelter him from the seaward, and he will have four fathoms of water at low tide, with sufficient room for four or five other ships to lie in his company, with perfect safety.

From this place we had a fine view of the gigantic Chimborazo, towering in awful majesty, with his snow-crowned summit far above the clouds. This mountain, like Mont Blanc of the Alps, in Savoy, forms the extremity of a colossal group; for in the ancient kingdom of Quito, the capital of which is nearly due east of our anchorage, the three chains of the Andes are intermingled into one cluster, comprising no less than sixteen lofty peaks, many of which are living volcanoes. The most elevated summits are ranged in two files, which in some measure form a double crest to the Cordillera. These are literally mountains piled upon mountains, for the highest ridge of the Andes forms the bottom of the valleys which separate these volcanic peaks! The lowest level of these plateaus is still eight thousand four hundred feet above the bosom of the bay on which the Tartar was now riding at anchor! It is in these aerial valleys, or on these lofty plateaus, that the immense population of this wonderful country is concentrated; and there, too, are situated towns that contain from thirty to fifty thousand inhabitants.

That enterprising and scientific traveller Humboldt, who has thrown more light on the physical geography of South America than any other writer, expresses himself on this subject in the following terms:—

“After living some months on this elevated plateau, where the barometer stands at 21.33 inches English, the traveller experiences an extraordinary illusion. He gradually forgets that every surrounding object—those villages that proclaim the industry of a *nation of mountaineers*; those pastures, covered at the same time with lamas, and with the sheep of Europe; those orchards bordered with quickset hedges of the Duranta and the Barnadesia; those luxuriant and highly cultivated cornfields—occupy a station, *suspended*, as it were, *in the high regions of the atmosphere*; and he can scarce bring himself to believe that this habitable region is even still farther elevated above the neighbouring shores of the Pacific Ocean, than the Pyrenean summit of Canigou is above the basin of the Mediterranean.”

The majestic Chimborazo, says Malte Brun, is probably nothing but an extinguished volcano. The snow which for centuries has crowned its colossal peak will probably, one day or other, be melted by the remorseless fires pent up within its vast and fathomless caverns resuming their destructive activity. But one of the greatest volcanoes on the surface of the whole globe is much nearer the city of Quito than is Chimborazo. It is called Pichinca, and rises eleven miles south of the equator, to the height of fifteen thousand nine hundred and thirty-nine feet above the level of the ocean, as measured by Humboldt.

Three rocky peaks rise from the circumference of *Pichinca's* crater, as if shooting up from the abyss below. They are not covered with snow, because it is constantly melted by the vapours that exhale from the volcano. “In order the better to examine the bottom of the crater,” says Humboldt, “we lay down flat on our breasts; and I do not believe that the imagination could figure to itself any thing more melancholy, gloomy, and terrific than what we now beheld. The mouth of the volcano forms a circular hole of nearly a league in circumference, the sides of which, a perpendicular precipice, are covered above with snow to their very edge. The interior was of a deep black; but the gulf is so immense that we could distinguish the tops of several mountains that are situated within it. Their summits appeared to be two or three hundred fathoms (*toises*) below us—judge then where must be their base! I myself have no doubt that the bottom of the crater is on a level with the city of Quito.”

But the most formidable volcano of all this group is that of *Cotopaxi*, rising to nearly eighteen thousand nine hundred feet above the level of the ocean; as its eruptions have been the most frequent and the most destructive of any in South America. Its last was in the year 1803. The cinders and fragments of rocks that have been ejected at different times by this volcano cover the neighbouring valleys to an extent of several square leagues. In 1758 the flames of Cotopaxi shot up to a height of two thousand seven hundred feet above the edge of the crater. In 1744 the roaring of this volcano was heard as far as Honda, a town situated on the river Magdalena, at a distance of two hundred leagues. On the 4th of April, in the year 1768, the quantity of ashes vomited up from the mouth of Cotopaxi was so great that in the towns of Hambato and Tacunga, the sky continued as dark as night until the third hour after midday. The eruption which took

place in the month of January, 1803, was preceded by a frightful phenomenon—the sudden melting of the snows that covered the mountain. For more than twenty years neither smoke nor any distinguishable vapour had issued from the crater; and yet, in a single night, the subterranean fire had become so active, that at sunrise the external walls of the cone, strongly heated, had become naked, and had acquired the black colour which is peculiar to vitrified scorix. At the port of Guayaquil, fifty-two leagues in a straight line from the edge of the crater, Humboldt heard, day and night, the roaring of this volcano, like repeated discharges of artillery.*

The country on both sides of Caraccas bay and river is the most beautiful that can possibly be imagined. The soil is rich and fertile, producing in great abundance cocoa, coffee, rice, Indian corn, tobacco, and a great variety of excellent fruits. Among other valuable woods are laurel, ebony, cedar, saffron, cinnamon, balsam, and oak. All kinds of vegetables are plenty, as are also honey and wax. This is one of the best places on the coast to procure a cargo of cocoa, as you may depend on its being of the very best quality that grows in this country; whereas, if you go to Guayaquil to procure this article, you are liable to be imposed upon by adulterations. The best coffee and wax may likewise be had at this place, and at a much lower rate than at Guayaquil.

Among the animal productions of this country are cattle, horses, sheep, goats, hogs, and poultry, in abundance. The forests are well tenanted with a great variety of wild animals, including a multitude of birds of very beautiful plumage. The usual temperature of the atmosphere being warm and moist, brings into existence innumerable swarms of insects and animals of a noxious kind. But the period of their existence is not very protracted, as the south-west winds, which generally prevail from May to December inclusive, destroy them in great numbers. In the height of the wet season, the alligators and other disagreeable reptiles spread themselves over the country, and become very troublesome to the natives; but in the fair-weather season they cause very little annoyance.

The south-west winds, just alluded to, commence blowing about noon, and continue until after daylight the next morning. During those months of the year in which these winds prevail, the atmosphere is very clear, and it is seldom or never known to rain; but from January to the last of April the heat is very oppressive, accompanied with frequent and heavy falls of rain, with tremendous thunder-storms, and very sharp lightning.

There are several small towns situated on the banks of this river; and near the head of it is quite a populous one, called Hipperhapper. The country beyond this, towards the Andes, is prolific in vegetable productions, gold-dust, manilla, copal, and many valuable drugs.

February 3d.—Having transacted the business which took me into Caraccas Bay, and procured some necessary refreshments for our cruise, we got under way on Saturday, the 29th of January, shaping our course for Cocos Island, at which we arrived on Thursday, the 3d of February.

* Malte Brun's System of Geography, vol. ii. p. 292.

CHAPTER V.

Cocos Island—Galapagos Islands—Eruption of a Volcano on Narborough Island—Critical Situation of the Tartar—A fruitless Search for Gallego and other imaginary Islands—Arrive on the Coast of California—Island of Guadalupe—Cerro Island—Bay of St. Francis—Near to our native Land, and yet far from it—The Gulf of California and River Colorado—A new Route from the United States to the Pacific Ocean—Old California—Cenezos Island—Port San Diego in New California—Character of the Inhabitants, &c.

COCOS ISLAND is situated in the North Pacific Ocean, about one hundred and seventeen leagues west-south-west of the Gulf of Panama, at the Isthmus of Darien, and one hundred and forty leagues north-east of the Galapagos Islands. It lies in latitude $5^{\circ} 25' N.$, long. $87^{\circ} 0' W.$ This island is of an oblong shape, being twelve miles in length, from north-east to south-west, and about four in breadth. Its western side is very much elevated, presenting the appearance of a round hill, which can be seen at the distance of more than thirty miles. Vancouver says it has been seen from the south at the distance of forty-six miles. On the eastern side the surface is broken, and slopes rather abruptly towards the sea; presenting, in some places, bold and perpendicular cliffs.

This island, and the islets which surround it, are well covered with trees, mostly cocoanuts, yielding their fruit in luxuriant abundance. The climate is temperate and salubrious, and from the great variety of vegetables that grow in abundance close to the verge of high-water mark, in the bays, it is evident that neither violent storms nor heavy seas are frequent. There are two bays, or places fit for anchorage; the one near to the north-east end of the island, called Chatham Bay; the other, to which we gave the name of Byers's Bay, is three miles farther to the westward.

Chatham Bay is well sheltered by a small islet that lies off its north-west point. The width of this bay, from point to point of the two islets that form each of its extremities, is about one mile, bearing nearly south-east and north-west. From this line to the head or bottom of the bay the distance is about the same. The soundings in this bay are from fifty to twelve fathoms; and vessels may ride very snugly within less than half a mile of the beach, in twenty fathoms of water. In a less depth, however, the bottom will be found rocky.

The western bay is somewhat more exposed, its soundings are not so regular, nor the ground so good for anchorage, though the depth of water varies from fifty to seven fathoms. The shore of this bay is not steep, like that of Chatham, but consists of a beautiful valley and sandy beach, where cocoanut-trees grow in great profusion, and where there is a rivulet of pure water eighteen or twenty feet in breadth, which is supplied from a natural basin about one mile from the shore.

This bay is small, but very convenient for vessels to recruit in; and as safe as any that is not entirely sheltered.

Vessels in want of refreshments can here supply themselves with pork in abundance, for the trouble of shooting the wild hogs, which have multiplied greatly since the breed was first left here by Captain Colnett. The waters in the bays and round the shores are teeming with fish of various kinds. Eels are also abundant and large; turtles are numerous, but appear shy of coming to land, which is frequented by astonishing numbers of white and brown rats, and land-crabs of a prodigious size. Sharks are said to assemble round this island in large shoals, to feast upon the more diminutive funny tribes that abound here.

The best course for those who wish to anchor in the western bay is to go round the south-western point of the island, hugging that point close on board; and when in the bay, to moor head and stern. The tide rises on the shores of this island twice in twenty-four hours, without any apparent current; the night tides are estimated at ten feet, those of the day not quite so much. It is high-water two hours and ten minutes after the moon passes the meridian.

February 6th.—Having examined this island to our satisfaction, and taken on board a plentiful supply of cocoanuts, we sailed for the Gallapagos Islands on Sunday, the sixth of February, with the wind from east-south-east, attended with light rain. On the following day we took the wind from north-north-east, with much rain; this was succeeded by variable winds until we arrived in latitude $2^{\circ} 0' N.$, long. $89^{\circ} 0' W.$, when we took the wind from south-east, with fair weather.

February 10th.—On Thursday, the tenth, at six, A. M., we arrived at the Gallapagos Islands, in Banks's Bay, and anchored in Albemarle Basin, in four fathoms of water, sandy bottom. At eight, A. M., the boats were sent in search of fur-seals; but soon discovered that we had reaped the harvest in the previous voyage; for there were very few fur-seals to be seen around the islands. In a few days we commenced gathering terrapins, or elephant tortoises.

February 14th.—On Monday, the fourteenth, at two o'clock, A. M., while the sable mantle of night was yet spread over the mighty Pacific, shrouding the neighbouring islands from our view, and while the stillness of death reigned everywhere around us, our ears were suddenly assailed by a sound that could only be equalled by ten thousand thunders bursting upon the air at once; while, at the same instant, the whole hemisphere was lighted up with a horrid glare that might have appalled the stoutest heart! I soon ascertained that one of the volcanoes of Narborough Island, which had quietly slept for the last ten years, had suddenly broken forth with accumulated vengeance.

The sublimity, the majesty, the terrific grandeur of this scene baffle description, and set the powers of language at defiance. Had the fires of Milton's hell burst its vault of adamant, and threatened the heavens with conflagration, his description of the incident would have been appropriate to the present subject. No words that I can command will give the reader even a faint idea of the awful splendour of the great reality.

Had it been "the crack of doom" that aroused them, my men could not have been sooner on deck, where they stood gazing like "sheeted spectres," speechless and bewildered with astonishment and dismay. The heavens appeared to be in one blaze of fire, intermingled with millions of falling stars and meteors; while the flames shot upward from the peak of Narborough to the height of at least two thousand feet in the air. All hands soon became sensible of the cause of the startling phenomenon, and on recovering from their first panic could contemplate its progress with some degree of composure.

But the most splendid and interesting scene of this spectacle was yet to be exhibited. At about half-past four o'clock, A. M., the boiling contents of the tremendous caldron had swollen to the brim, and poured over the edge of the crater in a cataract of liquid fire. A river of melted lava was now seen rushing down the side of the mountain, pursuing a serpentine course to the sea, a distance of about three miles from the blazing orifice of the volcano. This dazzling stream descended in a gully, one-fourth of a mile in width, presenting the appearance of a tremendous torrent of melted iron running from the furnace. Although the mountain was steep, and the gully capacious, the flaming river could not descend with sufficient rapidity to prevent its overflowing its banks in certain places, and forming new rivers, which branched out in almost every direction, each rushing downward as if eager to cool its temperament in the deep caverns of the neighbouring ocean. The demon of fire seemed rushing to the embraces of Neptune; and dreadful indeed was the uproar occasioned by their meeting. The ocean boiled, and roared, and bellowed, as if a civil war had broken out in the Tartarean gulf.

At three, A. M., I ascertained the temperature of the water, by Fahrenheit's thermometer, to be 61° , while that of the air was 71° . At eleven, A. M., the air was 113° , and the water 100° , the eruption still continuing with unabated fury. The Tartar's anchorage was about ten miles to the northward of the mountain, and the heat was so great that the melted pitch was running from the vessel's seams, and the tar dropping from the rigging.

In order to give the reader a correct idea of our situation, it will be necessary to remind him of the relative position of these two islands. Albemarle Island is the most extensive of the whole Gallapagos group, being about ninety miles in length from north to south, narrow and nearly straight on its eastern shore; but on the western side it hollows in from Christopher's Point on the south, to Cape Berkley on the north; and within this space lies the island of Narborough, its eastern point approaching nearest to Albemarle. The Tartar lay in a cove of Banks's Bay, on the western shore of Albemarle, directly opposite the north-east point of Narborough; and this cove could be approached from the north-west through Banks's Bay, or from the south-west through Elizabeth Bay.

Our situation was every hour becoming more critical and alarming. Not a breath of air was stirring to fill a sail, had we attempted to escape; so that we were compelled to remain idle and unwilling spectators of a pyrotechnic exhibition which evinced no indications of even

a temporary suspension. All that day the fires continued to rage with unabating activity, while the mountain still continued to belch forth its melted entrails in an unceasing cataract.

The mercury continued to rise until four, P. M., when the temperature of the air had increased to 123° , and that of the water to 105° . Our respiration now became difficult, and several of the crew complained of extreme faintness. It was evident that something must be done, and that promptly. "O for a cap-full of wind!" was the prayer of each. The breath of a light zephyr from the continent, scarcely perceptible to the cheek, was at length announced as the welcome signal for the word, "All hands, unmoor!" This was a little before eight, P. M. The anchor was soon apeak, and every inch of canvass extended along the spars, where it hung in useless drapery.

All was again suspense and anxious expectation. Again the zephyr breathed, and hope revived. At length it was announced from aloft that the lighter canvass began to feel the air; and in a few minutes more the topsails began gradually to fill, when the anchor was brought to the bow, and the Tartar began to move. At eight o'clock we were wafted along by a fine little easterly breeze, for which we felt grateful to Heaven.

Our course lay southward, through the little strait or sound that separated the burning mountain from Albemarle Island; my object being to get to windward of Narborough as soon as possible. It is true that the north-west passage from Banks's Bay, by Cape Berkley, would have been a shorter route into the main ocean; but not the safest, under existing circumstances. I therefore chose to run south, to Elizabeth Bay, though in doing so we had to pass within about four miles of those rivers of flaming lava, which were pouring into the waters of the bay. Had I adopted the other course, and passed to the leeward of Narborough, we might have got clear of the island, but it would have been impossible to prevent the sails and rigging taking fire; as the whole atmosphere on the lee side of the bay appeared to be one mass of flame. The deafening sounds accompanying the eruption still continued; indeed the terrific grandeur of the scene would have been incomplete without it.

Heaven continued to favour us with a fine breeze, and the Tartar slid along through the almost boiling ocean at the rate of about seven miles an hour. On passing the currents of melted lava, I became apprehensive that I should lose some of my men, as the influence of the heat was so great that several of them were incapable of standing. At that time the mercury in the thermometer was at 147° ; but on immersing it into the water, it instantly rose to 150° . Had the wind deserted us here, the consequences must have been horrible. But the mercy of Providence was still extended towards us—the refreshing breeze still urged us forward towards a more temperate atmosphere; so that at eleven P. M. we were safely anchored at the south extremity of the bay, while the flaming Narborough lay fifteen miles to the leeward.

Here the temperature of the air was 110° , and that of the water 102° ; but at eight o'clock the next morning, the 16th, there being no

abatement in the rage of the vomiting volcano, the heat had increased to such an alarming degree that we found it necessary again to get under way, and abandon the bay entirely. At twelve meridian we passed the south point of Albemarle Bay, called Christopher's Point, at which time I found the mercury at 122° in the air, and at 98° in the water. We now steered for Charles's Island, which lies about forty miles south-east of Albemarle, and came to anchor in its north-west harbour at eleven, P. M. Fifty miles and more to the leeward, in the north-west, the crater of Narborough appeared like a colossal beacon-light, shooting its vengeful flames high into the gloomy atmosphere, with a rumbling noise like distant thunder.

February 17th.—Having taken on board two hundred and ninety-four terrapins, that would average about twenty-five pounds each, we got under way on Friday, the 17th, at two o'clock, P. M., and commenced a cruise in search of the island of Gallego, said to lie in lat. $1^{\circ} 42' N.$, $104^{\circ} 5' W.$ After cutting the ground up in the above-mentioned parallel, and from 100° to 110° west, I was convinced that no such island existed within many leagues of the situation which had been assigned to it. We therefore bore up, and steered for two clusters of islands, which were said to lie in lat. 16° and $17^{\circ} N.$, and in long. 133° and $136^{\circ} W.$, with a fine breeze from east-south-east, and fair weather. Before we bore up, however, we tried the current, and found it setting about west-north-west, at the rate of two and a half miles an hour. The sea was here literally covered with pumice-stone, some pieces of which were quite large, supposed to have been ejected from the volcano of Narborough.

March 8th.—We continued standing to the north-west, with steady winds from east to east-south-east, and fair weather (experiencing a strong westerly current, which set from one and a half to three knots per hour), until Tuesday, the 8th of March, when we found ourselves, by astronomical observations, in the location assigned to the first-mentioned island, said to lie in lat. $16^{\circ} N.$, long. $133^{\circ} W.$; but discovered no appearance of land. We then shaped our course for that which was said to be situated in lat. $17^{\circ} N.$, long. $136^{\circ} W.$, but saw no indications of land whatever. We then took different angles between the two locations, stretching from one parallel to the other, until we were in long. $138^{\circ} W.$, with no better success.

March 14th.—On Monday, the 14th of March, we hauled in to the north, for the coast of California, well satisfied that any farther search for the islands in question would be as idle a waste of time as that which we had spent in the previous voyage in looking for the Auroras. I could not refrain, however, from recording my astonishment and regret that ship-masters should ignorantly or wantonly make and publish reports of discoveries which have no existence in reality.

We continued standing to the north, with a fine breeze from east to east-south-east, and fair weather, until Saturday, the 19th; when, in lat. $24^{\circ} 1' N.$, long. $130^{\circ} 27' W.$, the wind suddenly shifted, in a squall, from east to north-west. We then stood to the north-east, and on Sunday, the 27th, we arrived at the island of Guadaloupe, in lat $28^{\circ} 56' N.$, long. $117^{\circ} 41' W.$

March 27th.—This island, which is situated about one hundred and eighty miles from the shore, on the western coast of North America, in the same latitude as New-Orleans, is about twenty miles in circumference, and uninhabited. From unerring indications, there is no doubt that it has once been volcanic; it is very barren on its south end, but in the northern part there are several fertile valleys, and the mountains contain vegetation. Wood and water may be had here from a small cove on the north-east side of the island, and goat's flesh may be obtained for the trouble of shooting the animal.

The island is high, with bluff shores on the north and west sides, and may be seen from the mast-head, in clear weather, at the distance of fifteen leagues. The shores are free from dangers one-fourth of a mile from the island. The only anchorage is on the south-east side, in a small cove, formed by a few rocky islets that lie off in that direction. Here vessels may anchor in seven fathoms of water, sheltered from all winds, excepting from the south-east to east-north-east, which seldom blow here. We lay here three days, during which time we took a number of fur-seals.

April 2d.—On Friday, the 1st of April, we got under way, and steered for Cerros Island, with the wind from north-north-west; and on the following day, at six o'clock, A. M., we were close in with its eastern side. At seven the boats were sent round the island, and returned without finding either seals or sea-elephants.

This island, as it is called, is a mere pile of rocks, of volcanic origin—high and barren. It is about eight miles in circumference, and only four miles from the western shore of the peninsula of Old California, a little north of Hermoso Point. The passage between this point and the island is clear of dangers, giving the former a berth of half a mile, to avoid some sunken rocks that lie about that distance off-shore, in a north-north-west direction.

The anchorage on the east side of the island is in lat. $27^{\circ} 52' N.$, long. $114^{\circ} 37' W.$, and sheltered from the prevailing winds, which generally blow direct along shore. From the 1st of March to the 1st of November the winds blow from the north-west, attended with beautiful weather; and during this season there is seldom any rain. But from November to March the winds frequently blow with violence from the south-east and south-south-west, attended with torrents of rain, which renders the navigation of this coast very unpleasant during the winter season. In the summer months the wind sometimes hauls round to the south-east; but it is always very light at that season of the year.

There are many fine fish to be caught around this island, and it was formerly a great resort for sea-elephants and fur-seals; but it now appears to be entirely abandoned by these animals. A few aquatic birds still continue to visit here in the laying and incubation season; but we saw no land-birds. There is a small rocky island lying off the north-west side of Cerros, about two miles' distance; but there is no danger between the two islands.

April 6th.—On Monday, the 4th, we took a slant of wind from the north-east, off the land, and steered for St. Francis's Bay, where we

arrived on Wednesday, the 6th, and anchored in three fathoms of water, with the south point of the bay bearing south-south-east, which completely sheltered us from all winds. About eight miles from the anchorage, in the direction of north-north-east, is the town and mission of Rosario, to which place there is a good road from the head of this bay.

For the first time during our present voyage, we found ourselves moored in a North American port, within four hundred leagues of the south-west boundary of the United States, and yet more than thirteen thousand miles distant from it by water! Near to our native land, and yet far from it! A narrow peninsula only divided us from the Gulf of California, once celebrated for its pearl-fisheries. Although this gulf is a great estuary, or arm of the sea, eight hundred miles in length, and one hundred and twenty in breadth at its mouth, running that whole distance parallel with the coast on the Pacific, and sometimes not more than thirty miles from it—still, in geographical strictness, the Gulf of California is only the continuation of the river Colorado, which rises in the same mountains that give source to the Rio del Norte, which empties into the Gulf of Mexico; to the Arkansas, which pours its waters into the Mississippi; and to the Columbia, which empties into the Pacific Ocean, from the Oregon territory. The sources of these three rivers are near each other, which fact will, at some future period, prove of immense importance to the United States. The river La Platte also rises in the same region; which, after running a course nearly due east, falls into the Missouri, about six hundred miles by water, above the junction of the Missouri and the Mississippi, which is eighteen miles above St. Louis, on the right bank of the Mississippi, the principal depôt for the immense regions drained by those numerous rivers, the congregated waters of which are here collected into one great stream.

I think I hazard little in asserting, that long before another century rolls round, the principal avenue of trade between the United States and the different seaports on the Pacific Ocean will be the river Colorado, as connected with the Gulf of California. The China and India trade will, of course, ultimately flow through the same channel; which will render this route to the Pacific far more eligible than that of the river Columbia can ever become. This prediction might be warranted on the difference of latitude alone; the Gulf of California entering the Pacific in lat. 23° N., while the mouth of Columbia River is a little farther north than the parallel of St. John's, New-Brunswick, on the Atlantic coast. The mouth of the Gulf of California is nearly on the parallel of Havana, in the island of Cuba.

In the language of the late scientific William Darby, "it is impossible to view a map of North America, and carefully examine the course of its great rivers, without appreciating the prodigious commercial and political advantages of the Colorado route. By it the Pacific Ocean is entered twenty-three degrees of latitude farther south than by the river Columbia; and by the former, also, the ship-channel is much deeper into the body of the continent than by the latter. An approximation towards the tropical regions of Polynesia, India, and China

decides the preference in favour of the southern route. In this great line of civilized intercourse, St. Louis, in the United States, will, we may suppose, assume the rank of an immense entrepôt, while another must arise on the side of the Pacific."

The name of California has been given to so much of the western coast of North America as lies between lat. $22^{\circ} 52'$ to 42° N., or through nearly twenty degrees of latitude, although no one can tell from what source the word has been derived; its origin and etymology having never been accurately ascertained. This country received the appellation of California when first visited by Hernando de Grijalvo, who was acting under the direction of Hernan Cortes, in 1534, and has retained it ever since. In all the various dialects of the natives, no trace of such a name has ever been discovered; and though some writers have had recourse to conjecture, and suppose that the term California is compounded of *calida* and *fornax*, a hot furnace, and was derived from the sultriness of its climate, yet it does not appear that any of the Spanish captains ever took this method of giving names to their conquests. Father Venegas is rather inclined to think that it owed its origin to some accident; possibly to some words spoken by the natives, and misunderstood by the Spaniards, as happened, according to a very learned American, in the naming of Peru.

Be this as it may, the natives of the country distinguish it by no general denomination; although each tribe has a name and language peculiar to itself. The Californians of the peninsula (which is called Old California) are divided into three distinct nations, whose languages are entirely different from each other. The Pericues occupy the south end of the peninsula; the Menquis inhabit the centre; and the Cochimies are on the north part, where it joins to the main. Each of these nations is subdivided into several tribes or branches, distinguished by considerable variations in their dialect. In New California, which is north of the peninsula, the distinctions are still more numerous; and it has been asserted by one of the Catholic missionaries, who laboured hard and zealously in converting these natives to the Christian religion, that on an extent of one hundred and eighty leagues, from San Diego to the Bay of St. Francisco, no fewer than seventeen languages are spoken!

The condition, character, manners, habits, and customs of the native Californians have been all much improved since a knowledge of Christianity was introduced among them by the Spanish Jesuits, and especially since the whole country has been annexed to the Mexican nation. The arts of civilization have been introduced among them with the most salutary effects. Their manners have become softened, many of their superstitious ceremonies have been abolished, and agriculture has rapidly increased. White settlements are now springing up in both Californias, and the day is not far distant when this long-neglected and much-depreciated region of America will become the envy of its neighbours. As soon as its resources and advantages become better known, and more justly estimated, its increase and prosperity may challenge a competitor in the same parallel of latitude on the western continent. But this anticipated state of renovation and prosperity

must be brought about by foreigners : it will never be effected by the natives.

By this time the most inexperienced reader must be aware that Old California is a long narrow peninsula, extending nearly north-west and south-east through about eleven degrees of latitude, and perhaps eight of longitude, being united to the continent at its north-west extremity by a neck of land one hundred and sixty miles in width, reaching from the mouth of the Colorado river to a bay called San Diego. A chain of mountains ranges through the whole length of this extensive peninsula, the most elevated peak of which rises to nearly five thousand feet above the level of the sea. The width of this peninsula varies from thirty to one hundred and twenty miles. It is said to comprise fifty-six thousand square miles ; viz. eight hundred in length by an average of seventy in breadth. The population, however, is only estimated at a little over ten thousand. Wherever fresh water is found the soil is excellent ; and vines grow spontaneously in the mountains. It is said that the Jesuits, when they resided here, made abundance of wine, which in taste was much like Madeira. Among the mountains are interspersed several fertile valleys of good soil ; and some of the plains, particularly in the vicinity of the coast, are well adapted both for pasturage and tillage, and are now in a fair way to become greatly improved by cultivation.

The Bay of St. Francis, in which we now lay at anchor, is in the northern division of the peninsula, being in latitude $30^{\circ} 20' N.$ The surrounding country abounds with excellent grazing-meadows, which are thickly stocked with wild cattle, deer, gray foxes, &c. Here also are found many different kinds of birds, but very few that are remarkable for beauty of plumage or sweetness of song. In this bay vessels may procure cattle, sheep, deer, hogs, potatoes, and vegetables of various kinds, at the most moderate prices. But it is difficult to obtain fresh water or wood at this place. The banks in this bay are frequently visited by sea-leopards, but they are very wild ; the sea-otter likewise is sometimes taken by the natives, but they have become quite scarce, and I believe the race is nearly extirpated.

There are many kinds of scale-fish at the head of this bay, which may be caught with a small seine in great abundance ; among them are very large mullets, which average three pounds apiece. The neighbouring country abounds with rattlesnakes of an enormous size. During an excursion of five miles into the interior I have seen more than two hundred of these reptiles, and killed some that were six feet in length and twelve inches in circumference.

Vessels intending to enter this port must steer for the south-west point of the bay, which opens to the south. This point is in latitude $30^{\circ} 20' N.$, long. $115^{\circ} 14' W.$; and when you are within two miles of its southern extremity, steer north-north-east until the point bears west-north-west, when you may haul north-north-west ; or, if the wind is out of the bay, you may make short tacks, taking care not to stretch under the east shore in less than five fathoms of water, from which it shallows very suddenly. In approaching the west shore, you may stand within a cable's length of the beach, after the point bears west, and choose

your anchorage in from seven to three fathoms, muddy bottom. There is a sand and rocky bank running off the south-west point, in a south-south-west direction, with four feet of water on it at low ebb. The tide rises here about nine feet on the neap, and eleven feet on the spring tides.

April 8th.—We remained in this bay until Friday, the 8th, when we got under way at four, A. M., and steered for port St. Diego, for the purpose of building a whale-boat. At ten, A. M., we landed on Cenizas Island, in search of fur-seals. Here we found about eight hundred sea-elephants on a beach at the east side of the island; and on the north and west sides there were about four hundred sea-leopards. The elephants were very tame, but the leopards were extremely wild, and difficult to approach.

Cenizas Island is about five miles in circumference; lies eighteen miles from the south-west point of St. Francisco, on a north-north-west course, and is three miles west from the mainland. It is of volcanic origin, and is entirely barren: the rocks have been melted into a complete lava, and the lowland is covered with pumice-stone. There is a reef lying off the north-east end of the island, about two miles, and another off the north-west part, at nearly the same distance. The coast from this to Point or Morro Hermoso, a distance of fifty leagues south-east, is bold, and clear of dangers two miles from the shore. The soundings are regular, gradually shallowing as you approach the land.

We now continued plying to the northward, with the wind, between the hours of ten, A. M., and seven, P. M., from north-north-west to west-north-west; and between the hours of nine in the evening and six or seven the next morning, the wind blew from north-north-west to north-north east. By taking advantage of the land and sea-breezes a ship will here work to windward very rapidly.

April 11th.—We arrived at the port of St. Diego on Monday, the 11th of April, and anchored in four fathoms of water, with the fort on the west side of the bay bearing south-west, distance one mile. In this situation we were completely landlocked, in as fine a bay for vessels under three hundred tons as was ever formed by Nature in her most friendly mood to mariners.

The port of San Diego is in latitude $32^{\circ} 39' N.$, long. $116^{\circ} 51' W.$; and a line drawn from this port, due east, to the mouth of the Colorado river, would divide the peninsula from New California. This commodious and spacious harbour was first discovered by Sebastian Viscaïno, in the yea. 1603, who also discovered another three hundred miles farther north, which he named Monterey, and which subsequently became the principal settlement of the Spaniards in this country. The first mission founded in New California was at this port in 1769.

Although Viscaïno described New California in the most favourable colours, as to fertility of soil and salubrity of climate, the Spaniards still continued to neglect it,—clinging round the rude, steril peninsula for the sake of the pearls, and the mines which had been discovered on the mainland across the gulf. For nearly a century and a half they were thus wasting their strength and treasure in attempting to

convert and civilize a barren and ungrateful country, while New California, a fine populous region, but a few leagues farther north, was suffered to remain unexplored, and almost unvisited. This beautiful territory, which would have most amply repaid all their exertions if properly colonized, was not occupied by the Spaniards until one hundred and sixty-seven years after its discovery.

The town of San Diego is four miles from the landing at the fort, in a north-east direction. Its form is nearly circular, and it is surrounded by a wall about twenty feet in height, which forms the back sides of the houses, the latter being erected against it, and fronting inwardly. There are about two hundred and fifty houses erected in this manner, from one to two stories high, built of freestone, and neatly finished. There is also a large church, one nunnery, and a very neat little courthouse. This town contains about 1500 inhabitants, principally natives of the coast, and they appear to be a very agreeable, friendly kind of people, but not quite so cleanly and industrious as could be wished. Their principal employment is attending herds of cattle, and cultivating some small patches of earth, which produce wheat, vegetables, &c. They are much addicted to such amusements as are common to all the Spanish settlements on the western coast of America, from California to Chiloe, viz. horse-racing, cock-fighting, and bull-baiting, which are enjoyed with equal zest by both sexes. In equestrian exercises they are but little inferior to the Chilotes; and will break a wild horse, so that he will become perfectly tractable, by only once riding him: they are also very expert in the use of the lasso, with which they catch the wild cattle; and their hunting excursions in the mountains are replete with interest and excitement to the lovers of field-sports.

The females have generally fine forms, and expressive countenances. Their eyes are dark and sparkling, and they dress their long black hair in a very tasteful and becoming manner, with folds and braids. Their hands and feet are remarkably small, and they generally display an extremely delicate ankle. They also delight in equestrian exercises, and usually honour each side of the horse with a beautiful little foot and ankle. Their evenings are commonly passed in small coteries, or parties of both sexes, where they amuse themselves and each other with singing, playing the guitar, dancing, &c. Their favourite dance is the Spanish fandango.

April 22d.—On the day after our arrival in the port of San Diego, we landed the materials, forge, &c., and commenced the building of a new whale-boat, of which we stood very much in need. This task employed our carpenter and men eleven days, which gave myself and officers an ample opportunity of examining the town, and forming acquaintances among the inhabitants, who treated us with the greatest hospitality and most polite attention. We regularly attended their favourite amusements and evening parties, several of which were projected expressly on our account. Horses were always at our service, which afforded us several delightful rural excursions, one of which will furnish an incident for the next chapter.

The passage into this beautiful bay is plain, easy, and safe. There is a flat on the east shore of the entrance, which runs off to the west-

ward about one mile, covered at low water to the depth of about three feet. There is also a small sand-bank running off from the south-west point, or Point Loma, to the distance of about one hundred fathoms, on which the water is shoal. After passing this point, which is high and bluff, you steer for the flag-staff on the fort, which will bear north-by-west; in which course you will have three fathoms of water, sandy bottom, when within one hundred fathoms of the point on which the fort stands. This point may be doubled at that distance, and after passing it you may haul in to the westward, and choose your anchorage in from five to three fathoms, clay bottom. Point Loma is in lat. $32^{\circ} 36' N.$, long. $116^{\circ} 48' W.$ The centre of the state of Georgia lies in the same parallel, and the climates are very similar.

CHAPTER VI.

A hunting Excursion—The Party attacked by a hostile Tribe of Indians—A desperate Battle—Victory doubtful—The Savages defeated—A safe Return to St. Diego—Sail to the North—Arrive at Monterey—Mission of San Carlos and San Antonio—Mutiny on board the Asia sixty-four—Farallone Islands—Port St. Francisco—Description of the Country and Inhabitants—Mission of St. Clara—Cape Blanco in the Oregon Territory—Change our Course to the South—Island of Socorro—Steer for the West—Sandwich Islands.

ON Monday, the 18th of April, agreeably to previous arrangements, I joined a hunting party, consisting of seven well mounted horsemen, armed with long muskets, broadswords, and lassos. I was also armed in the same manner, with the exception of the lasso, which would have been of little use in my unpractised hand. The party complimented me with a well accoutred horse, as fine high-spirited an animal as ever I had under me; and at three o'clock in the morning we were all mounted, with a plentiful supply of provisions and ammunition for the projected cruise, light hearts, and a keen relish for the anticipated sport.

On leaving the town of San Diego, we took a course nearly due east; and long before sunrise had penetrated many miles into the country. At half-past five o'clock, we first saw the golden luminary peering through a volume of blue mist that was slowly ascending from the distant range of mountains. This was soon dissipated by the increasing warmth of the sun, until at length that purity of atmosphere and serenity of sky mentioned by Humboldt as peculiar to California, were witnessed and enjoyed by our party. At seven we halted near a stream of clear running water, and made a hearty breakfast of such materials as we had brought with us for the purpose; and at nine we estimated our distance from the coast to be about forty miles.

The face of the country now began to assume a more rugged appearance, and from several eminences which we ascended we caught glimpses of the broad Pacific in the distant western horizon. Hitherto

we had seen no game worthy the expense of ammunition, and our intended hunting ground was yet many miles distant. One of my companions had succeeded in taking a wild cat with his lasso, and after securing the skin left the carcass for the bears to dine on, with which he said the neighbouring woods abounded.

By the hour of noon, we had shot and taken a variety of game, among which were hares, rabbits, and partridges; and as our horses now required rest and refreshment as well as their riders, we gave them an hour to graze in a beautiful little valley which the opening spring had just covered with a velvet carpet of green. On the side of a mountain at a short distance we saw several flocks of deer browsing, and among them some stags of an immense size. But they took to flight before we could approach within musket-shot, and disappeared in the forest.

Just as we had finished our midday repast, and were collecting our horses together, a rustling in a neighbouring thicket arrested my attention, and in the next instant a stag darted forth, and rushed across the valley directly towards our party. Fright must have deprived him of his usual quick-sightedness, for it was evident he did not perceive the new danger into which he was plunging headlong. One of my Californian friends threw his lasso just as I touched the trigger of my musket. The animal leaped high in the air, and fell dead on the spot. The ball had entered his forehead, and his huge branching antlers were completely entangled in the lasso, at the same moment.

The hero of the lasso sprang from his horse, and while disentangling his successful instrument, he good-humouredly observed that we must decide our right to the noble animal by a game at billiards. Just as I was signifying my assent to the proposition, a whizzing sound passed my ear, and the Californian exclaimed that he was wounded. An Indian arrow from the thicket had pierced his arm.

"An Apacherian! an Apacherian!" exclaimed every voice at once, as each man sprang upon his steed, and the whole party rushed into the thicket in search of the ambushed enemy. Nothing, however, was to be seen, until we had gained the summit of a little eminence on the south, when we discovered three Indians on horseback, riding in a south-eastern direction in a very deliberate manner. My wounded friend clapped spurs to his horse, and fired at the same time without success. We all joined in the pursuit, determined to chastise the assailants at all hazards. On seeing our purpose, they gave a horrid yell, and put their horses at full speed. This of course excited greater ardour in the pursuit, and for the first time that day did my fiery charger feel the spur. The hint was sufficient—he outflew the wind, and I should have soon overtaken the fugitives, but was aware of the imprudence of doing so. I therefore so far checked my steed as to keep only about fifty yards in front of our party.

The south extremity of a bluff ridge, terminating in a rocky precipice, was soon to conceal the retreating savages from our view; and before passing it they had the audacity to wheel, and discharge their arrows in our faces. The next moment they were invisible. One of their arrows only took effect, piercing my bridle-arm just above

the elbow. It was a mere scratch, but it had considerable effect in whetting my appetite for revenge. We doubled the precipice just mentioned, and instead of three, more than fifty mounted savages were paraded before us, each with his arrow notched and presented. This was unexpected, and for a moment my party gazed at each other in speechless dismay.

My wounded companion, who had reloaded his musket during the pursuit, was the first to break silence, by exclaiming, "Un trampa! un emboscado! senior capitan!"

I asked him if he could point out the chief of this wandering horde of half-naked freebooters. He directed my attention to one of superior stature and muscle, with something intended for an ornament hanging on his breast. As this individual appeared to be the leader of the party, I kept my eye on him. He took care, however, not to keep us long in suspense, but addressed me in a commanding tone, accompanied by gestures that I could not misunderstand.

"I can understand his jargon," said the wounded Californian, who kept close to my side. "He addresses you as our chief, and demands a surrender of our weapons."

"We will perish first!" I replied. "But let us be politic. Demand honourable terms of capitulation, and gain us a moment's time for reflection."

My companion did as I desired, in the savage's own dialect; and the answer was unconditional submission, or instant death. If we complied our lives should be spared. Should we resist, no quarter would be given. Having heard much of the treachery of this tribe, I resolved to place no confidence in the promises of their chief; but told my companions that we might better perish like men, with arms in our hands, than fall like cowards, by our own weapons, as we should be certain to do if we gave them up; that our first movement must be a desperate one; and that each man must bear in mind that he was contending for life and liberty. I then desired our interpreter to amuse the Indians by pretending to comply with their demand, while the party dismounted, to put the savages off their guard, and induce them to dismount also; at the same time directing each of my companions to single out his man, and to fire the moment he heard my musket; then to spring again into their saddles, and attack the enemy sword in hand, until they were willing to let us retreat without molestation.

My plan was unanimously approved, and instantly adopted. As soon as my party left their saddles, the Indians dismounted to a man, and stood waiting the orders of their chief, the parties being within pistol-shot of each other. I was the last to make a motion of dismounting, which I did in such an awkward and clumsy manner as drew a laugh of derision from the savages, and brought my eye to range along the barrel of my musket, which lay along the horse's neck, pointing to the ornament on the bosom of the colossal chief in front of me.

The report of seven muskets besides my own brought every man

again to the saddle, and we charged the astonished foe with such resistless fury as bore down all before us. Seven Indians, besides the chief, fell by our muskets; and the new leader who now assumed the command seemed determined to single me out as the mark of his vengeance. He retreated a little space, then wheeling his horse, rode towards me at full speed, brandishing in his right hand a long pointed javelin of hard wood, which he aimed at my breast, as our horses rushed past each other, I fortunately parried the blow, and wheeling on his rear complimented him with a cut across the right shoulder that nearly penetrated to the pap. He fell to the ground, and was able to rise no more.

At this moment I received an arrow in my right thigh, while three others were planted in the left side of my gallant steed, one of which had reached his heart, and he fell to the ground, with one of my legs crushed beneath him, in such a manner that it was some time before I could extricate myself, which I at length effected, rising under a shower of arrows. I now attempted to take the horse of the leader whom I had just put *hors du combat*, and who was still holding the bridle in his left hand. Just as I was mounting this animal, five of the most ferocious of the enemy started for me at full speed, and would doubtless have sent me after their two leaders, had not three of my friends perceived my danger, and darted to my rescue. They reached me just in time to cut down three of the assailants, while I had as much business as I could attend to in amusing the other two, one of whom fell under his horse, and the other was glad to make his escape to the forest.

Several of my brave comrades had by this time received a number of severe wounds from the flint-headed arrows of the enemy, and the horse of my friend and interpreter was killed under him by a wooden lance or spear like that which had threatened my own life. He fortunately succeeded, however, in catching a fallen Indian's horse, which he instantly mounted, and returned to the charge. By this time the enemy had drawn off within short arrow distance, and commenced firing a shower of those sharp-pointed missiles among us. From the first volley one of our party received a wound in the thigh; another arrow severely tickled my left leg, while a third penetrated the collar of my coat. We soon became convinced that our only safety depended upon close quarters; we therefore made another desperate charge on the bloodthirsty wretches, who maintained their ground inch by inch, with a valour worthy of a better cause. Their countenances became more and more ferocious as they felt the sharp edges of our sabres; and as their cause began to assume an aspect of hopelessness, their horrid yells of rage and disappointment were truly diabolical.

In a few minutes we cut down four of them, when the survivors thought it the best policy to make a precipitate retreat, at the same time turning back in their saddles, to deliver their arrows as they departed, in order to deter pursuit. They might have dispensed with this ceremony, however, for we felt no disposition to follow them, being as glad to get rid of them as they could be to escape from us. A number of them must have carried away some "mortal gashes" on

their heads and shoulders, which, having no covering, presented no impediment to the full operation of our sharp arguments.

After we had rested a little from the fatigue of half an hour's hard fighting, we proceeded to inspect the field of battle, on which we found seventeen of the enemy, lying in the sleep of death. The countenance of the chief who fell by my musket still wore the smile of derision caused by the affected awkwardness with which I was dismounting in order to bring my musket to bear at his heart. On our part, we had not lost a man, though only one escaped without a wound. Four of us were wounded in several places, and I felt considerable uneasiness on that account, until my companions assured me that the Indians of Sonora y Sinaloa were ignorant of the art of poisoning arrows; and I afterward discovered that Humboldt and La Perouse both attest to the same fact.

The fruits of our victory were eleven fine horses, a dozen bows, several wooden spears, the points of which were very sharp, and had evidently been hardened in the fire, and arrows without number. Our loss was seven men wounded; three horses killed, and two wounded: missing none. I then proposed that we should unite in returning our acknowledgments to the great Disposer of events, who had given us the victory against such a great disparity of force, and saved us from sudden death, or a horrible captivity. This duty being performed, we collected our spoils and our game, with which we loaded some of our led horses, and soon set out on our return to St. Diego, at which place we arrived in safety, about eight o'clock the next morning; much fatigued from fighting, travelling, and the want of sleep for twenty-nine hours.

Our adventure with the Indians soon became rumoured about, and the whole town was immediately in a state of alarm. The good padre of the mission, with most of his flock, thronged about us, offering their congratulations on our safety, and the old priest actually shed tears as he audibly returned thanks to Heaven for our deliverance from such imminent danger. My companions related the story in their own way, and interlarded it with so many unmerited compliments to the courage, and coolness, and calmness of "Senor Capitan Morrell," as they termed me, that I felt quite ashamed of it—as every man did his duty nobly, and not one of them was the least deficient in those qualities which they so liberally attributed to me. Heaven favoured our cause, or skill and courage would have been totally unavailable. Yet still I feel it a duty to seize every occasion to recommend coolness and calmness to every one who may be placed in scenes of danger, especially where the conduct of others will depend greatly upon his own.

It was with feelings of sincere affection and regret that I took leave of the friends and acquaintances I had acquired during our short stay at St. Diego. The good old padre of the mission gave me his blessing, and made me promise never to pass the port without stopping for repose and refreshment.

April 23d.—On Saturday, at four P. M., we got under way, and left the harbour of St. Diego, with the wind from west-north-west, and

fair weather, our port of destination being Monterey, about one hundred leagues farther up the coast. While crossing the great Bay of St. Barbara, we examined many islands for fur-seals, but without much success. We saw a few sea-elephants, and a considerable number of sea-leopards, which were very wild.

Among the islands examined by us in the bay just named are St. Clement, St. Catalina, St. Barbara, St. Rosa, and St. Miguel. The last-named island is in lat. $33^{\circ} 58' N.$, long. $119^{\circ} 43' W.$ The coast between Cape Conception and Cenizas Island is clear of dangers half a mile from the shore; and there is a good and safe passage inside of the islands which lie off the Bay of St. Barbara, and good anchorage round most of them. From the majority of these islands a shoal runs off to some distance; but every danger is marked by the kelp or rock-weed, which often grows to twenty fathoms in length.

To the north of Conception Point are several sunken rocks, lying about a mile and a half to the west of Point Arguello. There are also rocks and breakers lying one mile off-shore from Point Buchon; but the shores from this point, all the way to Point Pinos, which is the south point of Monterey Bay, are bold and clear from dangers one-fourth of a mile from the land.

In entering the Bay of Monterey from the south, it is necessary to give the western part of Point Pinos a good berth of about a mile and a half; as there are several sunken rocks lying more than a mile from the shore, with shallow water on them. After bringing the northern extremity of Point Pinos to bear south-south-east, you may haul into the bay to the south-east, and from that to south-west, and anchor in six fathoms, with the fort on the west side of the bay bearing west half-south, distant about one mile.

May 5th.—Having examined the coast and islands from St. Diego, to the north, as far as Point Pinos, in lat. $36^{\circ} 39' N.$, long. $121^{\circ} 30' W.$, we arrived at the port of Monterey on Thursday, the 5th of May at nine A. M., and anchored in six fathoms of water, clay bottom; the flag-staff on the fort at the west side of the bay bearing west-half-south, distant one mile.

The Bay of Monterey is formed by Point Pinos on the south, and Point New-year on the north. It is a spacious, sandy, open roadstead, about twenty miles across, with anchorage near the shore in almost every part of it. Although it is exposed to a heavy swell which rolls in from the westward, no accidents have ever occurred to vessels properly provided with cables and anchors. The landing is rough at times, but not dangerously so; and the best anchorage is in its south angle, south-east of Point Pinos, close in with the shore, so as to enjoy the protection of that point.

The village and presidio of Monterey are situated upon a plain, which is terminated by a range of wood-crowned heights. This place was plundered and burnt, in the year 1819, by a piratical vessel under the Buenos Ayrean flag, the crew having first taken possession of the fort, and destroyed the greater part of its guns. The town is about one mile from the landing; being, as is usual with the Californian

missions, surrounded by a wall of ten feet in height, built of free-stone, and enclosing about two hundred houses. There are also one church and a nunnery. The residence of the governor, his excellency Don Miguel Gonzales, is a very handsome edifice.

The inhabitants of Monterey are very similar to those of St. Diego, in appearance, character, manners, customs, and habits. The climate is mild, salubrious, and healthy; being on the same parallel as Norfolk, Virginia, and never colder than 58° , and seldom warmer than 85° . This part of the country is well wooded, and the soil is rich and fertile. Some of the plantations would eclipse our finest gardens—producing all kinds of grain, vegetables, garden herbs, and a variety of fruits common to the United States. This is a fine place for whaling-ships to touch at for refreshments, which may be had in great abundance, including cattle, sheep, deer, hogs, poultry, vegetables, fruits, &c.; all of which may be purchased here at very reasonable prices.

This coast has been famous for its abundant supplies of hides and tallow; but the success of this trade drew such numbers into it for the last ten or fifteen years, that the cattle and horses are becoming scarce, and their prices too high to render it a business worth following any longer by vessels from the United States. Previous to the revolution in Mexico, and before a republican flag had ever floated over the presidios* and forts of California, the government of Old Spain reserved to itself the exclusive commerce of its hides and peltries, from which they collected an immense revenue.

The mission of San Carlos de Monterey lies about a league to the southward of the presidio; it is a small establishment, containing two hundred and sixty Indians. It stands in a pleasant valley, near the river St. Carmelo, a small stream that runs into a rocky bay, south of Point Pinos. The road from the port to this place is truly delightful, leading through rural scenery of the most pleasing and picturesque appearance. Here are fine pasture lands, interspersed with pine, oak, and birch trees, with very little underwood.

About ten miles to the east-south-east of Monterey is the mission of St. Antonio de Padua. This place is built in a circular form, having the appearance of military barracks, with a church in the centre. There are now about fifteen hundred Indians in this mission, governed by two friars and four monks, who keep the Indians at work in cultivating the ground and rearing cattle. All that their labour produces over and above the support of the establishment, is sold at Monterey by the friars, and the proceeds laid out in clothing, agricultural implements, and other necessities, for the good of the mission, and the improvement of the Indians. The latter are very industrious in their labours, and obedient to their teachers and directors, to whom they look up as to a father and protector, and who in return discharge their duty towards these poor Indians with a great deal of feeling and humanity. They are generally well clothed and fed, have houses of their own, and are made as comfortable as they wish to be. The

* With the Spaniards the word *presidio* is a general name for all forts (both in Africa and America) which are placed in the middle of a country of infidels, and implying that there are no other inhabitants, besides the garrison, which reside within the citadel

greatest care is taken of all who are affected with any disease, and every attention is paid to their wants.

We found lying in the port of Monterey the Spanish ship *Asia*, of sixty-four guns, which had sailed from the coast of Peru in the month of December, 1824, bound to Old Spain, by the way of Manilla. The *Asia* was employed to convey home as passengers the ex-vice-roy of Peru and suite, many Spanish merchants, and a few troops, returning according to the terms of capitulation after the battle of Ayacucho, which secured the independence of Peru. After passing the Sandwich Islands, in her course to Manilla, a part of the officers and crew rose on the others and took the ship, with a determination to turn back and give her up to the Mexicans. Having thus obtained charge of the vessel, the mutineers navigated her to the island of Guam, chief of the Ladrones, where they landed the viceroy and suite, all the merchants, and a good part of their property. They then steered to the north until they took the fresh westerly wind, when they ran to the eastward for the port of Monterey, where they arrived on Sunday, the 1st day of May, four days before the *Tartar*. I afterward learned that they left Monterey after taking on board the necessary provisions, and sailed for Acapulco, a port of Mexico, on the Pacific Ocean, at which place they gave themselves up to the Mexican government.

May 7th.—My object in touching at Monterey was to obtain information of the coast to the north; but I soon discovered that the inhabitants here knew nothing of the subject, either north or south: I therefore left them as wise as I came. On Saturday, the 7th of May, we got under way, and continued examining the coast to the north and west, with the wind from west-north-west to north-by-east, and fair weather.

May 11th.—On Wednesday, the 11th, we arrived at the Farallone Islands, in lat. $37^{\circ} 41' N.$, long. $122^{\circ} 35' W.$ These are nothing but a cluster of rocky islands, destitute of vegetation. The northernmost, which is the largest, is about two miles in circumference, of an oblong shape, lying east-north-east and west-south-west. On each end is a hill, rising about three hundred feet, and declining to a valley in the centre of the island, forming the appearance, when viewed from the north or south, of a saddle. Many years ago this place was the resort of numerous fur-seal, but the Russians have made such havoc among them that there is scarcely a breed left.

On this barren rock we found a Russian family, and twenty-three Codiacks, or north-west Indians, with their bark canoes. They were employed in taking sea-leopards, sea-horses, and sea-elephants, for their skins, oil, and flesh; the latter being jerked for the Russian market, on the north-west coast. At the time of our visit they had about fifty tons of this beef cured, and were then expecting the arrival of a Russian vessel to take off the beef, and leave them a supply of fresh water, there being none on the island.

This island is of volcanic origin; most of the rocks have evidently been once in a state of fusion, and the lowland is covered with pumice-stone. Aquatic birds, in considerable variety, resort hither for the

purposes of laying and incubation; but the Russians seldom give them a chance for the latter process, generally securing the eggs as fast as they are deposited.

May 12th.—After carefully examining this island, without finding a single fur-seal, we bore away for Port St. Francisco, where we arrived on the 12th of May; and at six, P. M., came to anchor on the south-west side of the bay, in four fathoms of water, with the mission of St. Clara bearing south-west, and the nearest land to the westward distant one-fourth of a mile from the vessel.

This magnificent harbour, the entrance to which lies in lat. $37^{\circ} 48'$ N., long. $122^{\circ} 16'$ W., possesses almost all the requisites for a great naval establishment, and is better calculated for such a depôt than any other port between the island of Chiloe, on the south coast of Chili, and the Columbia River, on the coast of our Oregon territory. It is easy of access, the entrance being about two miles wide, between two bluff points; and there is sufficient water for a line-of-battle ship, within a cable's length of the shore, until she is six miles within the bay, where a flat puts off from the south shore, about one hundred fathoms.

After steering in east for eight miles, you will come to a low point of land, on the south side of the bay, to which a good berth must be given, say half a mile. Having passed this point, the south arm of the bay opens to view, extending south a few degrees easterly, for more than twenty miles. At the head of this is a river which extends far into the country. This southern arm is about five miles wide for a considerable distance to the south, with a moderate depth of water, varying from twenty to five fathoms; thus affording a water communication between the missions of San Jose, Santa Clara, and the presidio. The best anchorage is on the west side of the bay, in from ten to four fathoms, near the shore, and nearly abreast of the mission, which is in full view, about two miles from the shore of the bay, and five miles within the entrance of the port.

There is also another arm of the bay, which extends to the north and north-east about twenty-five miles, where it becomes contracted to a strait, communicating with a basin more than ten miles in width. This basin has a water communication on the north-west side with the new mission of San Francisco Solano. This northern arm of the bay is sprinkled with a number of small green islands, between which there are good passages for ships of any size, for about fifteen miles to the north, and good anchorage all over the bay, in from twenty to five fathoms of water, mud and clay bottom.

Three rivers empty their waters into this arm of St. Francisco Bay; one of which, called El Sacramento, has its rise among the Rocky Mountains near the sources of the Columbia, Colorada, Rio del Norte, Arkansas, and La Platte. Thus the water on which the Tartar now reposed was partly supplied from the mountain springs of our native country. Any thought like this, however trifling in itself, is interesting to those who are far from home. Any thing that reminds one of his native land is dear to the heart of the wanderer.

The bay of St. Francisco, connected with the surrounding scenery,

is the most delightful place I have ever seen on the western coast of America. It presents a broad sheet of water, of sufficient extent to float all the British navy without crowding; the circling grassy shores, indented with convenient coves, and the whole surrounded by a verdant blooming country, pleasingly diversified with cultured fields and waving forests; meadows clothed with the richest verdure in the gift of bounteous May; pastures covered with grazing herds; hill and dale, mountain and valley, noble rivers, and gurgling brooks. Man, enlightened, civilized man, alone is wanting to complete the picture, and give a soul, a divinity to the whole. Were these beautiful regions, which have been so much libelled, and are so little known, the property of the United States, our government would never permit them to remain thus neglected. The eastern and middle states would pour out their thousands of emigrants, until magnificent cities would rise on the shores of every inlet along the coast of New California, while the wilderness of the interior would be made to blossom like the rose.

The soil of the surrounding country is very rich, deep, and fertile, and much of it is thickly clothed with as fine ship-timber as grows in the United States, and generally of the same kinds. Pine, spruce, and red cedar are found in abundance, and of a size sufficient for masts of the largest ships. At some distance in the interior are extensive plains, luxuriantly covered with clover and various kinds of grasses, on which thousands of wild cattle and horses graze unmolested. Many animals that produce fur are found on the banks of the rivers, and a great variety of fish resort to the bay in the spawning season.

During the summer season the wind generally blows, in the daytime, from north-north-west to west in the bay; but never very strong. During the winter months it blows in the daytime from south-west to south-south-east; but at night, within the bay, it is calm nineteen-twentieths of the year.

The town of St. Francisco stands on a table-land, elevated about three hundred and fifty feet above the sea, on a peninsula five miles in width, on the south side of the entrance to the bay, about two miles to the eastward of the outer entrance, and one-fourth of a mile from the shore. It is built in the same manner as Monterey, but much smaller, comprising only about one hundred and twenty houses and a church, with perhaps five hundred inhabitants. The fort stands on a promontory, on the south side of the entrance, and mounts ten guns, which would be sufficient to command the passage, were the works kept in any kind of order.

The inhabitants of this place are principally Mexicans and Spaniards, who are very indolent, and consequently very filthy. They cultivate barely sufficient land to support nature; consequently nothing can be obtained here by way of refreshments for ships; but at the mission of St. Clara, of which I shall speak presently, ten ships at a time may be abundantly supplied with every thing they require, at a very low price. The table-land before mentioned would produce abundantly with proper cultivation; but its surface is scarcely ever disturbed by plough or spade, and the garrison depends entirely upon the mission for all its supplies. Sufficient wheat and vegetables for

the troops might easily be derived from this soil if the proper means were duly applied, as their whole military force does not exceed one hundred, including officers.

The mission of St. Clara is situated on a delightful plain, surrounded by beautiful groves of oak, and other hard wood of a durable nature, one of which is much like *lignumvitæ*. This mission, which was founded in 1777, contains about twelve hundred native Indians, and is governed in the same humane manner as that of St. Antonio, before mentioned. No person of an unprejudiced mind could witness the labours of these Catholic missionaries, and contemplate the happy results of their philanthropic exertions, without confessing that they are unwearied in well-doing. The lives of these simple-hearted, benevolent men are solely devoted to the temporal and (as they think) eternal welfare of a race of savages, apparently abandoned by Providence to the lowest state of human degradation. Surely such disinterested beings, whatever may be their errors of opinion, will meet a rich reward from Him who hath said, "Love one another."

These converted Indians have a very smart, active, friendly, and good-natured demeanour. Their features are handsome and well-proportioned; their countenances are cheerful and interesting; and they are generally a very industrious, ingenious, and cleanly people. The sins of lying and stealing are held by them in the utmost abhorrence, and they look upon them as two of the most heinous crimes of which a man can be guilty, murder alone excepted. They evince the most tender affection for their wives and children, which is abundantly reciprocated by the females and their offspring.

May 17th.—On Monday, the seventeenth of May, at one, P. M., we again got under way, and put to sea, and continued examining the coast to the north-west, taking advantage of the land and sea-breezes as much as possible.

May 20th.—On Friday, the twentieth, we arrived at Cape Blanco, situated in latitude $42^{\circ} 49'$ N., long. $124^{\circ} 13'$ W. Between this cape and that of Mendocino, which is in latitude $40^{\circ} 17'$ N., long. $123^{\circ} 12'$ W., there are many small islands and rocks, some of which lie three miles from the main. On these islands or keys I expected to find fur-seals; whereas I found them all manned with Russians, standing ready with their rifles to shoot every seal or sea-otter that showed his head above water.

This part of the coast is very dangerous to approach in the night, there being many sunken rocks lying from two to three miles off-shore. Cape Blanco, being about fifty miles north of the division line which separates the Mexican possessions from those of the United States, belongs of course to our own country, being a point of the Oregon territory. Between this cape and the mouth of Columbia River, a distance of seventy leagues, the coast, I believe, has never been closely examined, and of course I cannot pretend to give any description of it. The Russians make no ceremony of hunting and even of forming settlements on any part of the coast that suits their convenience; and unless our government plant a colony there, under the protection of the national

banner, our claim to the country will soon be laughed at by the uncivilized vassals of the destroyer of Poland.

May 22d.—Perceiving very little prospect of taking fur-seals on any part of the coast which the Russians have monopolized, without purchasing them of the intruders, we squared away, and ran before the wind to the southward. This was on Saturday, the twenty-second of May. We continued standing to the south-east, with fresh winds from west-north-west to north-north-west, and fair weather, until the thirtieth day of May; when, at five, A. M., we were close in with the west end of the island of Socorro, the south point of which is in latitude $18^{\circ} 53'$ N., long. $110^{\circ} 9'$ W.

May 30th.—This island lies about ninety leagues due south from Cape St. Lucas, the most southern extremity of the peninsula of Old California, and a little more than that distance south-west from Cape Corrientes in Mexico. It may be seen at the distance of fourteen leagues; is of volcanic origin, though tolerably well wooded; and is found to be a convenient stopping-place for vessels wanting water or fuel. These articles may be procured in a small bay near the middle of the south side of the island, where good anchorage is found, in moderate weather, in from twenty-five to ten fathoms of water, sandy and rocky bottom. The shores all around this island are clear of danger two cables' length from the land, excepting on the north side, where there are small islets lying near the main island; and about one mile to the north of them there is a sunken rock, on which the sea breaks in rough weather.

At six, A. M., the boats were despatched to examine the island in search of fur-seals; but returned, after a faithful inspection, without seeing more than twenty animals of that species. They saw about three hundred sea-leopards, and fifteen hundred hair-seals. A variety of sea-birds are found to frequent this island, and a few small land-birds are seen among the shrubbery.

June 5th.—On Sunday, the fifth of June, we steered for the Sandwich Islands, with a fresh breeze from north-north-east, and fair weather, which continued, with little interruption, for more than a fortnight.

June 22d.—On Wednesday, the twenty-second, at four, A. M., we saw the island of Owhyee, bearing west-south-west, distant seven leagues. At eleven, A. M., we came to anchor on the south-west side of Mowee, about half a mile off-shore, in seven fathoms of water, sand and coral bottom. We had not been at anchor more than half an hour, before we had twenty canoes alongside, with hogs, potatoes, pumpkins, watermelons, onions, plantains, bananas, cocoanuts, and fish, for sale.

The history of this interesting group of islands is so familiar to every one of my readers that all I could say on the subject would necessarily be a mere repetition of what has already been repeated a thousand times. No other section of the globe has been visited so often, or described so fully, as this cluster of islands; for they have been touched at by almost every navigator that has crossed the Pacific since their first discovery by Captain Cook. I shall therefore merely describe their location, size, and appearance, and refer the reader for further

particulars to Stewart's Visit to the South Sea in 1829 and 1830, Ellis's Polynesian Researches, and the printed journal of almost every voyage which has been made to the Pacific.

The reader is well aware that this group of islands was among the last of Cook's discoveries, and that he was assassinated on one of them by the natives. It was under the administration of the Earl of Sandwich that this great navigator prosecuted his discoveries in the Pacific Ocean; and he therefore named these islands in honour of that nobleman. The group comprises eleven islands, extending in latitude from $18^{\circ} 54'$ to $22^{\circ} 15'$ N., and in longitude from $154^{\circ} 50'$ to $160^{\circ} 24'$ W. They are called by the natives Owhyee, Mowee, Ranai, Morotoi, Toohoorawa, Woahoo, Atooi, Oneeheeow, Oreehoua, Morotinni, and Toohooraa. They are all inhabited, except the two last.

June 23d.—Owhyee, which we visited on the twenty-third, is the largest and most eastern of these islands, its length from north to south being eighty-four miles, and its breadth seventy. On the north side is a mountain that rises in three peaks, about half a mile high, perpetually covered with snow, and may be seen at the distance of forty leagues. To the north of this mountain the coast consists of high and abrupt cliffs, down which fall many beautiful cascades; and the whole country is covered with cocoanut and bread-fruit trees. The ground south of the three-peaked mountain is covered with cinders, and in many places presents black streaks, which seem to indicate the course of the lava that has been ejected from the mountain, and flowed in streams to the shore. The projecting headland is composed of broken and craggy rocks, piled irregularly on one another, and terminating in sharp points. Amid these ruins, however, are many patches of rich soil, carefully laid out in plantations. The fields are enclosed by stone fences, and are interspersed with groves of cocoanut-trees. It was on this island that Captain Cook, in 1779, fell a victim to the sudden resentment of the natives, with whom he unfortunately had a dispute.

Mowee is one hundred and sixty-two miles in circumference. It is divided by a low isthmus into two circular peninsulas, the eastern being double the size of the western. In each of these peninsulas there is a mountain rising to a very great height, which may be seen at the distance of twenty leagues. There are no soundings on the north shores, but the country presents an appearance of verdure and fertility. Near the west point of the smaller peninsula is a spacious bay, with a sandy beach, shaded by cocoanut trees. The country behind has truly a romantic appearance, the hills rising in a great variety of peaked forms; their steep sides, and the deep chasms between them, being covered with trees. The inhabitants are computed at sixty-five thousand.

June 26th.—On Sunday, the 26th, we visited Woahoo, which is seven leagues north-west of Morotoi. From the appearance of the north-east and north-west parts of this island, I should judge it to be the finest one of the group. Morotoi is only seven miles west-north-west of Mowee, and its principal produce is yams; but it has little wood. On the south and west sides the coast is indented with several bays, which are tolerably well sheltered from the trade-winds.

June 28th.—On Tuesday, the 28th, we touched at Atooi, which appears to be well wooded. Towards the north and north-west, the face of the country is rugged and broken; but to the south it is more even. The hills rise from the seaside with a gentle acclivity, and at a little distance back are clothed with flourishing timber.

June 29th.—On the following day we touched at the island of Oneehew, which is five leagues west of Atooi. Its eastern coast is high, rising abruptly from the sea; but the other parts consist of low ground, except a round bluff head on the south-east point. It produces a plenty of yams, and a sweet root called tee. It contains about ten thousand inhabitants. Three leagues south-west of Mowee lies Tahoorowa, one of the smallest of the group. It is destitute of wood, and the soil seems to be sandy and barren.

CHAPTER VII.

Sail from the Sandwich Islands—Northern Polynesia—Bird's Island—Man-of-war Rock—Lisiansky Island—Caution to Navigators—Pearl and Hermes Island—Byers's Island—An unknown Island—Steer towards the Continent—Clipperton's Rock—A Wild-goose Chase for St. Vincent Island—Arrive at the Gallapagos Islands—Return to the Coast of Peru—Bay and Town of Sechura—City of Piura—Directions for entering the Port of Sechura—Bay and Town of Payta—Port of St. Pedro—Bay and Town of Ferrol—Natural Productions—Cinchona, or Peruvian Bark—Animals, &c.—Arrive at the Port of Chorillos.

THE Sandwich Islands lie within the tropic of Cancer, about one-third of the distance from the western coast of Mexico, towards the eastern shores of China. They lie in a range from south-east to north-west, Owhyee (or, according to the scientific Ellis, Hawaii) forming the south-eastern extremity of the group, which is terminated on the north-west by Nihau (Neeheeheon) and Taura (Toohooraa), the latter being merely a barren rock, inhabited only by a vast number of sea-fowl. The other uninhabited island is called Morokini (Morotinni), a barren rock lying between Mowee and Toohoorawa, and would render the navigation of the strait exceedingly dangerous, did not its elevation above the water render it visible at all times.

To the north-west of the group which bears the name of "the Sandwich Islands," are a number of uninhabited islands, or rocky islets, which appear to be a continuation of the same chain, nearly to the 180° of longitude, and 30° of north latitude. These are called by the names of Bird's, Necker, Gardner, Allen, Lisiansky, Bunker, Clarke's, Massachusetts, &c. As it was my intention to examine some of these lonely spots, which reared their rugged heads above the surface of the wilderness of waters, I made but a short stay with the friendly islanders of the Sandwich cluster, and shaped my course for Northern Polynesia.

June 30th.—On Thursday, the 30th, we got under way, and steered

a north-west course, with a fine breeze from north-east-by-north. On the following day we passed within half a mile of Bird's Island, and found it to lie in lat. $23^{\circ} 8' N.$, long. $161^{\circ} 58' W.$ This is merely a barren rock of volcanic origin, about two hundred feet above the water, which is bold all round it, and numerous sea-birds find a retreat among its cliffs and precipices.

July 3d.—We continued our course with a strong breeze from north-east-by-east, and on Sunday, the 3d day of July, at five A. M., passed within half a mile of Man-of-war's Rock, situated in lat. $25^{\circ} 1' N.$, long. $167^{\circ} 37' W.$ This is also the rocky summit of a submarine mountain, which was once volcanic. There is deep water all round it, except on the south-west side, where there is a coral reef extending into the sea about half a mile. This rock is destitute of vegetation, and is inhabited by nothing but sea-fowl and green turtles.

July 6th.—We continued standing to the westward, with fresh breezes from north-east, keeping two men at the mast-head day and night, until Wednesday, the 6th, when we landed on the west side of Lisiansky Island, which lies in lat. $25^{\circ} 59' N.$, long. $173^{\circ} 44' W.$ It is sometimes called Lassion's and sometimes Neavas's Island. It is but little elevated above the surface of the ocean, and cannot be seen from the mast-head at a greater distance than ten miles. It is only about six miles in circumference, presenting a few small spots of vegetation, consisting of coarse grass and a little shrubbery. The whole surface of this little island is nearly covered with rookeries of different kinds of birds, among which are whale-birds, wake-up-kittles, man-of-war birds, gulls, and tropic-birds. On the shores we found an abundance of sea-elephants and green turtles, but nowhere on the island could we obtain fresh water.

Coral reefs run off from this island in two directions; and as some remuneration for their own dangers, they form a safe anchorage between them. One of these reefs runs from the north end of the island to the north-west, about four miles, the sea breaking on its weather side. The other reef runs off from the south-south-west part of the island, in a south-west direction, about seven miles, upon the eastern side of which the sea breaks all the year round. On the west side of the island, between these two reefs, about half a mile from the shore, there is a safe and smooth harbour for ships, which may ride at anchor in from ten to four fathoms of water, sand and coral bottom.

There is one word of caution necessary to navigators, in sailing west of the Sandwich Islands, between the parallels of 20° and $30^{\circ} N.$ In crossing between these two latitudes, a vessel should never run in thick weather; and even in the clearest of weather, they should always have one or two men at the mast-head, day and night. These reefs, which are all formed of coral, may be seen from the mast-head, by their light reflecting on the top of the water, day or night, double the distance that they can be seen from the deck, and in time sufficient to avoid them, if there be a breeze of wind.

As another reason for keeping a look-out from the mast-head, I would observe, that in running free, or before the wind, a vessel is running on the back of the breakers, the foam of which cannot be seen

from the deck until the vessel is close on board of it. But from the mast-head a man can see the foam over the breakers at a sufficient distance to give time enough to tack ship, or haul off. From a long experience in these seas, I know these precautions to be necessary; and, if observed, they may prevent many serious calamities. Not only is it necessary to guard against unknown reefs and islands, but also against islands which have been visited, and are erroneously laid down on the charts; some of which I have found to be one and two degrees out of the way in longitude, particularly in this part of the Pacific. The lead and line are of very little use in these seas, as the islands and reefs are nearly all surrounded with very deep water, close to the breakers.

July 8th.—From Lisiansky Island we stood to the westward, with a steady north-east trade-wind and pleasant weather for two days, during which time we saw many sperm-whales and a great number of sea-birds. On Friday, the 8th, we landed on Pearl and Hermes Island; or, more properly, a group of sand-pits and coral reefs, so called on account of two British whale-ships having been lost here on the same night, one of which was named the Pearl, and the other the Hermes. They both went ashore at nearly the same time, and met their fate about ten miles from each other. These dangerous reefs lie so low, and so near the surface of the water, that the wreck of the Pearl was seen by the man at our mast-head before he discerned the land, which cannot be seen more than six or seven miles from a ship's top.

The Pearl and Hermes were cast away on the east side of the island, with a light breeze from north-east, attended with rain. Both vessels bilged in a few minutes after they struck. They were fortunately favoured with moderate weather for several days, which enabled them to save all their water and provisions, together with every other article of value, as well as a part of their oil. When this was effected, all hands set to work in building a vessel of about thirty tons, from the timber and planks of the two wrecks, which they completed in six weeks, when they embarked on board of her for the Sandwich Islands, where they arrived in safety.

The situation of this island, or rather of the southern extremity of the reef which puts off from the south end of it, is in lat. $27^{\circ} 31' N.$, long. $176^{\circ} 28' W.$ The north-west extremity of the reef which puts off from the northern island is in lat. $28^{\circ} 22' N.$, long. $177^{\circ} 32' W.$ The eastern point of the group is in long. $176^{\circ} 11' W.$, lat. $27^{\circ} 41' N.$ From the north and south extreme points there is one continuation of small islands, covered with sand, and rocks which appear to have been once in a fluid state.

The whole group presents the form of a crescent, the concave side of which, facing to the west-south-west, encloses an extensive bay, with good anchorage all over it, in from twenty-five to four fathoms of water. Here I have seen pearl-oysters and *biuche de mer*; but it is difficult to procure them, as there are very few lying in shoal water, and perhaps not very plenty at the greatest depth. There is an abundance of fine scale-fish in this bay, of various kinds. The sea-

elephant and sea-leopard resort to the islands in the summer season, in large rookeries, and the former are perfectly tame. Great numbers of green turtles are found on the sand-beaches, where they come to deposit their eggs. The hawk's-bill turtle, also, sometimes visits this place, but in small numbers.

The water is very bold on the east side of this group, there being a depth of one hundred fathoms within three times that distance from shore. On the west side, however, the water runs off shallow for a considerable distance, to thirty-five fathoms. From thence it deepens very suddenly to one hundred and twenty fathoms; and half a mile farther off-shore no soundings are to be found. The rookeries of sea-fowl on this group bear no comparison to those on Lisiansky Island, owing, perhaps, to the island's being so very narrow; not one of them exceeding a hundred fathoms in width, from east to west, and all of them are destitute of vegetation. From the lava and pumice-stone to be seen here, I am led to believe that this whole group has been, at some distant period, one tremendous volcano. There is no fresh water to be found here; but turtle and fish can be had in abundance, at all seasons of the year.

July 11th.—We now took our leave of this dangerous group, and steered to the westward, a little northerly, with a fine breeze from north-east-by-north, the weather still pleasant. It is here proper to remark, that between Pearl and Hermes and the Sandwich Islands, we tried the current several times, and uniformly found it setting about west-by-south, from three-fourths of a mile to a mile and a quarter an hour. After fresh trades we found the current strongest.

July 12th.—We crossed the meridian of 180° , the *ne plus ultra* of longitude, in lat. $28^{\circ} 30'$ north, and on the 13th we landed on Byers's Island, situated in lat. $28^{\circ} 32'$ north, long. $177^{\circ} 4'$ east. This island is moderately elevated, and has some bushes and spots of vegetation. It is about four miles in circumference, and has good anchorage on the west-south-west side, with fifteen fathoms of water, sand and coral bottom. There are no dangers around this island, excepting on the south-east side, where there is a coral reef, running to the southward about two miles. Sea-birds, green turtles, and sea-elephants resort to this island; and a plenty of fine fish may be caught with hook and line about its shores. Fresh water may be had here from the south-south-west side of the island, which is of volcanic origin.

At 6, P. M., we bore up and stood to the north-west; and at 4, A. M., the men aloft saw breakers ahead. We then tacked ship, and stood to the south-east one hour, when we again tacked, and stood for the reef. At 6, A. M., we were within half a mile of the breakers, and no land in sight. We bore up, and passed around the west end of the reef, which was distant about two miles. We then hauled on a wind to the north, the water being perfectly smooth; and after running along under the lee of the reef at the rate of seven miles an hour, for two hours, on a north-by-west course, we saw the land from the mast-head, bearing north-west. We immediately kept off for it, and at 10, A. M., we were close in with a small low island, covered with sea-fowl, and the shores of which were lined with sea-elephants. Green turtles

were found here in great abundance, and two hawk's-bill turtles were seen. This island presents all the usual indications of volcanic origin.

On the west side of this island there is a reef which runs off about fifteen miles, while that on the south-east side extends about thirty miles, in the direction of south-south-east. These reefs are formed of coral, and afford good anchorage on the south-west side; but on the east side the water is bold close to the reef. The island is low, being nearly level with the surface of the sea, and about four miles in circumference. Its centre is in lat. $29^{\circ} 57'$ north, long. $174^{\circ} 31'$ east.

Convinced by a careful examination that this island afforded neither furs nor other valuable articles, we left it to its solitude, and steered to the north on a wind, intending to get into the westerly variables, and run down to the western coast of America. This was Thursday, the 14th of July; and on the Sunday following, being in lat. $34^{\circ} 11'$ north, long. $172^{\circ} 14'$ east, we took the wind from north-north-west in a squall, and immediately tacked ship, and stood to the north-east. On Monday, the 18th, being in lat. $35^{\circ} 2'$ north, long. $174^{\circ} 22'$ east, we took a fine breeze from north-west, with fair weather. The winds continued from west to north-north-west until we were in lat. $32^{\circ} 15'$ north, long. $129^{\circ} 30'$ west.

From the 19th of July we continued making an east course; and on Saturday, the 23d, being in lat. $34^{\circ} 17'$ north, long. $170^{\circ} 42'$ west, we saw about two thousand sperm whale lying feeding: we likewise saw sperm whale on the two following days, in shoals of from fifty to a hundred. On the 27th, being in lat. $34^{\circ} 11'$ north, long. $156^{\circ} 47'*$ west, we again saw sperm whale, after which we saw nothing worth mentioning until Thursday, the 4th of August, when we once more fell in with a large school of sperm whale in lat. $32^{\circ} 15'$ north, long. $129^{\circ} 30'$ west. We now took the wind from the north, with fair weather, and steered to the south-east for Clipperton's Rock. In lat. $27^{\circ} 0'$ north, we took the wind from north-east, which continued until the 17th of August.

Aug. 17th.—We arrived at Clipperton's Rock, and at 4, P. M., came to anchor on the south-south-west side of the island, in eight fathoms of water, sandy bottom, about one-fourth of a mile off-shore.

This island is situated in lat. $10^{\circ} 15'$ north, long. $109^{\circ} 28'$ west, and exhibits unequivocal proofs of volcanic origin. It is low all around near the water, but a high rock rises in the centre, which may be seen at the distance of six leagues. It produces a little shrubbery and some coarse grass, among which I think fresh water might be found by digging. The whole island is literally covered with sea-birds, such as gulls, whale-birds, gannets, and the booby. There are also a few small land-birds, which were probably blown from the American coast during the hurricane months. Fur-seal and sea-elephant resort here in small numbers in the proper seasons, and green turtle come hither to deposite their eggs. Among the few vegetable productions of this island we found a plant resembling sarsaparilla, which badly poisoned several of the crew who handled it.

After taking what few fur-seal could be found about the island, we

* In this position the inhabitants of Cape-town, on the southern extremity of Africa, were our antipodes, the full diameter of the earth being between us.

got under way, and sailed for the Gallapagos Islands, on our way to which we had another wild-goose chase for land that does not exist. I allude to two islands, which were said to have been seen by Captain Antonio Martinus, of the ship *St. Vincent*, while sailing from Panama to Macao. These islands were said to be in lat. $7^{\circ} 21'$ north, and long. $127^{\circ} 4'$ west, lying north and south, with a boat-channel between them; moderately elevated, well wooded, abounding with cocoanuts, and covered with fur-seals. They were also said to be about twenty miles in circumference, with several small islands lying off their west ends, forming good harbours between them and the main islands. They were reported to have been discovered on the 17th of April, 1789, and that the fur-seal, with which they were literally filled, were so tame that they would not move out of the way of the crew who had landed to procure cocoanuts and bread-fruit.

This information I obtained from the priest of the mission of Rosario, while I was lying in the bay of St. Francis, in Old California, in the month of April preceding. This reverend padre was chaplain on board of the ship *St. Vincent* at the time of the discovery, and he told me that he was on shore every day that the ship lay at the islands. The holy father permitted me to copy these particulars from his own private journal, which states that they arrived at the Sandwich Islands on the 12th of May, 1789. This allowed them a passage of thirteen days from the new discovered islands, which might easily be the case. The manuscript from which I copied these alleged facts had the appearance of having been written forty or fifty years; and Father St. Clara assured me that I was the first man he had fallen in with in search of fur-seals; and that he was very happy to have it in his power to give me this information, which he was positive would be the means of making me a profitable voyage.

I was further informed, that at the time the ship *St. Vincent* left these new-discovered islands, which was twelve days after her arrival there, a tremendous volcano was blazing in the centre of each of the large islands; and that three of the small ones, which lay near them on the west, were also vomiting smoke from their centres. They took away with them five thousand cocoanuts, two hundred and fifty bread-fruits, four hundred land terrapins, and twenty-five green turtle.

Relying on the correctness of the foregoing information I resolved to take an early opportunity of seeking for these islands; and such an opportunity occurred during our passage from Clipperton's Rock to the Gallapagos Islands. We accordingly steered for the parallel of latitude stated in the padre's journal, two degrees east of the meridian there mentioned. We continued this course, with a fine breeze from north-north-east to north-east-by-east, with pleasant weather, for one week.

Aug. 28th.—On Sunday we found ourselves in the latitude and longitude assigned to the St. Vincent Islands, without perceiving any indications of land, other than discoloured water. We tried for soundings with one hundred and twenty fathom of line, but found no bottom. We then stood five degrees to the west, on the same parallel, with no better success. After that we beat up to windward between the latitude of $7^{\circ} 10'$ and $7^{\circ} 30'$, until we were in the longitude of $122^{\circ} 19'$.

west, without seeing any thing that indicated land except discoloured water. We tried several times for soundings, but found no bottom.

We now stood to the north as far as the latitude of $7^{\circ} 50'$, and in that parallel ran to the westward until we were in long. $130^{\circ} 7'$ west. We then stood to the south, to the latitude of $7^{\circ} 10'$, and beat up to the eastward between the latitude of $6^{\circ} 50'$ and $7^{\circ} 10'$, to long. $120^{\circ} 30'$ west. In short, having wasted forty-six days in this fruitless search, we were satisfied that no such land existed within many leagues of the location assigned to it.

October 13th.—On Thursday, the 13th of October, we resumed our course to the Gallapagos Islands, with light variable winds from north-east to east-south-east, and fair weather, which continued nearly a fortnight.

October 27th.—We arrived at the Gallapagos Islands on Thursday, the 27th, and at eleven, A. M., anchored in the south bay of Albemarle, otherwise called Elizabeth Bay, in four fathoms of water, half a mile from the land to the south, with sandy bottom. The volcano of Narborough, which broke out in February, was still burning, but very moderately.

November 5th.—Having examined the south end of Albemarle, and taken a few fur-seal, we got under way and sailed for Indefatigable Island, one of the same group, where we arrived on Saturday, the 5th of November, and sent all hands on shore in search of terrapins.

November 10th.—This duty was performed with so much alacrity, that in four days' time we had taken on board one hundred and eighty-seven of these valuable animals. We then got under way on Thursday, the 10th, and set sail for the Bay of Sechura on the coast of Peru, about two hundred and thirty leagues south-east of the Gallapagos Islands. We had the wind from east-north-east to south-south-east, and fair weather with little interruption for more than a week.

November 19th.—On Saturday, the 19th, we arrived in front of the river Sechura, or Piura, as it was originally named, and came to anchor at four, P. M., in three fathoms of water, mud and clay bottom, half a mile from the shore.

This river, which generally goes by the name of Sechura, from the town and desert so called, and is so marked on the charts, was originally named Piura, from the province in which it rises and to which it gives fertility. Its entrance is in lat. $5^{\circ} 31'$ south, long. $80^{\circ} 44'$ west; but its source is many miles farther north, from whence it flows in a south-west direction, and empties into Sechura Bay north of Point Aguja, or Needle Point. On the south bank of this river, about two miles from the seashore, is the town of Sechura, of which I shall speak presently, and some sixty miles up the river is the celebrated city of Piura, in the bishopric of Truxillo, and about twenty-five miles south-east of Payta.

The city of Piura, which is the capital of the province of that name, is in lat. $3^{\circ} 15'$ south, long. $80^{\circ} 40'$ west. It is celebrated as being the first city that was built by the Spaniards after their arrival in the New World, and as being founded by Don Francisco Pizarro in the year 1531. This successful chieftain also built the first church in it. The

city was commenced in the valley of Targasale, and called St. Miguel di Piura; but was afterward removed to its present situation on account of the superior salubrity of air. What was gained in atmosphere, however, was lost in soil by the change, for it now stands on a sandy plain, though the adjacent country abounds in wood, and produces cotton, sugar, and maize.

The houses of Piura are constructed either of bricks baked in the sun, or of a kind of cane called *quincas*, and they are generally only one story high. The population has been variously estimated by different travellers, the mean of whose calculations would be about twelve thousand souls. There is a fine hospital in the city, under the care of the Bethlehemites.

The climate is hot and dry, and it is seldom known to rain for ten months out of twelve, though the sun is often obscured for many weeks together. Still the country is by no means unhealthy. In ascending the uplands between the river and the Andes, to the distance of ten thousand feet above the sea, the climate seems to be a mixture of spring and autumn; while still farther east, at the height of fifteen thousand feet, commences the region of perpetual winter. Here active volcanoes are burning and raging within, while all without is clad in eternal ice. But my observations must be confined to a less elevated region, near the seacoast.

Here are immense forests of pine, cedar, acacia, and cecba-trees, of gigantic growth, together with an abundance of others of rich and valuable qualities for cabinet-work or dying. These forests are inhabited by wild animals of various descriptions, and abound with birds of beautiful plumage. Various kinds of reptiles and venomous insects are found on the banks of the river, and the alligator is no stranger to its waters. The sand of its banks is mixed with gold, which is annually washed down from the mountains. In some seasons this river becomes almost dry, and its tributary streams entirely disappear.

The town of Sechura, as I have already stated, is built on the south bank of the river, between two and three miles only from the ocean. This town contains about three hundred houses and a handsome brick church. The houses are principally constructed of cane or bamboo basket-work, with sharp peaked roofs thatched with a tall grass peculiar to the country, and though not very prepossessing either in their exterior appearance or interior accommodations, are nevertheless well adapted to a climate where it seldom rains.

The population of Sechura comprises about fifteen hundred inhabitants, who are principally Indians, or a mixture of Spanish blood with that of the Sana and Piura tribes. They constitute between four and five hundred families, and are chiefly employed in fishing or driving mules. They are very poor, but extremely industrious and economical. The women employ themselves, when other domestic avocations do not prevent, in spinning, weaving, and making garments for their husbands and children. The men resort to an artificial mode of sustaining their strength while at work without food. They chew the leaves of a plant called coca, which they mix with a kind of chalk or white earth called maubi. This is very nourishing, and when used freely will

enable them to labour two or three days without eating or drinking. But if their store become exhausted, they soon feel their strength decay, and must procure a fresh supply. The same substance also preserves the teeth and fortifies the stomach.

The fishing vessels of these people are very ingeniously constructed, though somewhat rude in the workmanship. From five to eight logs of the cabbage-tree, from thirty to forty-five feet in length, according to the intended capacity of the vessel, are fastened together with ropes made of the bark which is peeled off the logs. The large or butt-ends of these logs are all laid one way, and they form the head of the vessel. About ten or twelve feet farther aft a mast is erected, secured by shrouds and back-stays, on which they set a large square sail. With this simple rigging these rafts will sail six or eight miles an hour, on a wind, making little or no lee-way, which is prevented by a number of paddles that are thrust down between the logs and serve the purpose of lee-boards. Aft the mast about ten feet from the stern is a platform, elevated two or three feet, on which they sit, eat, and sleep. I have seen these catamarans forty or fifty miles from land.

There is but very little trade to this place, though the inland plantations are very productive. On the coast, between the town and the shore, the land presents a very barren appearance; but the country through which the river flows produces fruits and vegetables of almost every description that are found in Peru, and these can be had at a low price. The plantations depend for moisture almost entirely on the night dews, which are very copious.

Of the character and manners of the inhabitants of Sechura I might speak in favourable terms. They are friendly, hospitable, industrious, and economical; remarkably quick of apprehension, penetrating, shrewd, and decisive in their judgments. They are also cleanly in their persons, being in the constant habit of bathing every morning before sunrise, either in the river or at the seashore. This is doubtless one cause of the uniform good health they enjoy. In their manners they are lively, sociable, polite, and liberal.

The usual dress of the men is a cotton shirt reaching to the knees, beneath which they wear a pair of loose trousers reaching to the middle of the calf. The females wear a long cotton gown reaching to the ankles, with a mantle of baize or some lighter cloth over their shoulders. On holydays, festivals, &c., they assume the Spanish dress. Some of them are very skilful in the use of medical herbs and plants, with which this part of the coast abounds; but they are very tenacious of the art, and are careful to keep the secret from Europeans.

Although most of them have embraced the Roman Catholic faith, they all retain more or less of their former mythological notions. Earthquakes they believe to be caused by the footsteps of the Almighty when he condescends to walk upon the earth. Under this impression, whenever they hear an unusual or alarming noise they rush out of their huts, jumping about and stamping their feet, at the same time exclaiming in a loud voice, "Here am I! Here am I!"

The bay of Sechura is spacious, safe, and easy of access, and it affords smooth anchorage at all seasons of the year. It is, perhaps,

the most eligible place on the western coast of South America for whale-ships to stop at for the purpose of cooperating their oil and procuring refreshments, as the latter can be obtained in barter, and there is very little chance or inducement for any of the crew to leave the vessel. Here also they are exempt from port charges, and a ship may safely ride by one anchor all the year round. On the south-east side of the bay there are extensive salt ponds, of which very little use is made by the inhabitants except in salting their fish.

There are no dangers in the way of a ship in entering this bay, either from the north or the west. The land at the head of it is very low, and in running for the river the brick church in the town will be seen sooner than the land to the westward of it. Vessels bound hither from the south must first make Aguja, or Needle Point, which appears like a double land, from the westward, and always has a heavy sea breaking upon it; there are also some sunken rocks lying half a mile to the westward of the point. It is therefore necessary to give it a good berth, particularly at night, as then the wind near the land generally dies away to a calm, and the swell is always heaving in-shore from the westward. Soundings will be found a long way off shore; and should a ship be becalmed within two miles of the land, she may anchor in twenty fathoms of water, sandy bottom.

When a vessel is fifteen miles north of Point Aguja, she will be abreast of Cape Nero, which is the southern point of the bay, lying in lat. $5^{\circ} 44'$ south, long. $80^{\circ} 59'$ west. Between these two points are many sunken rocks running off shore to the distance of a mile and a quarter. After passing Cape Nero, giving it a berth of two miles, the bay of Sechura opens to the view, where there is clear ground and a good shelter from the swell of the sea. The navigator may then haul into the bay, east a little northerly, when he will experience a decrease of water. As he advances up the bay he must steer east and then east-by-south, when he will find the depth of water lessen from sixteen to five, and close in shore to three fathoms, mud and sand bottom. By keeping to the windward of the town the soundings will prove more regular, as the bottom is very uneven abreast of the town and river, where are many sand-spits and shoals, with a westerly swell rolling in over them. But in the weather part of the bay the water is perfectly smooth and shallows gradually in approaching the shore. Should a ship take the ground here, she could receive no damage, and might be easily got off at high-water.

It is a remarkable fact, and worthy the notice of scientific men, that the whole extent of seacoast on the western side of the American continent presents unequivocal marks of volcanic eruptions, such as pumice-stone and rocks that have once been in a state of fusion, which I have found at the wash of the shores along the whole range of coast. This is the case, also, with respect to the islands in the Pacific and Indian oceans, of which I have never visited one of any dimensions that was not evidently of volcanic origin, or the remains of a volcanic mountain. Each island in the Gallapagos group is of this description, as I am fully convinced by a careful inspection.

November 21st.—On Monday, the 21st, we got under way, and ran

down to Cape Nero, where we commenced taking fur-seal. Between this cape and the town of Sechura, the land is nothing but a barren sandy desert, destitute of vegetation and fresh water. This desert or waste of sand, is ninety miles in extent, of difficult and dangerous passage. The rocks on the seashore, between Cape Nero and Point Aguja, are nothing but one mass of lava produced by volcanoes.

December 2d.—We continued hunting seals between these two capes, with tolerably good success, until Friday, the 2d of December, when we steered for the Lobos de Payta Islands, which lie about eighteen leagues from Point Aguja, in the direction of north-half-west. These two small islands are about a mile and a half from the mainland, between which and them is a passage in which the least depth of water is ten fathoms. This part of the coast may be easily known by a remarkable saddle-hill called Silla de Payta, to the northward of which are the harbour and village or town of Payta.

In running along this coast, a ship may pass within half a mile of the west side of these islands of Lobos de Payta, or half-way between them and the main with perfect safety. There is likewise good anchorage on the east side of the islands, in from eight to four fathoms of water, sandy bottom, about a quarter of a mile from the islands, which are merely barren lava rocks produced by some former volcano.

December 12th.—On Monday, the 12th, we anchored in the harbour of Payta, on the south-south-west side of the bay, about half a mile off-shore, in five fathoms of water, mud and sandy bottom. The west point, that forms this harbour, lies in latitude $5^{\circ} 1' S.$, long. $80^{\circ} 57' W.$ In many respects, this is justly esteemed the best port on the coast. In entering it, there are no dangers in the way, giving the shore a quarter of a mile's berth; and when once at anchor, we are in a snug harbour, which is perfectly safe, and sheltered from all winds, excepting from north-west to north-north-east, which never blow here but in very light breezes.

The town of Payta, or Paita, or St. Michel de Payta, was founded by Don Francisco Pizarro, in the year 1531. It is a mere village as to size, though formerly it was a place of considerable trade. The houses are constructed of split canes and mud, covered with leaves, and are generally two stories high. The only exception to this style of building is the residence of the governor, whose habitation is built of stone. This town can boast a parish church and chapel, dedicated to our Lady of Mercy. It is surrounded by a sandy barren soil, and depends for water and provisions on the village of Colan, which is twelve miles north of it on the same bay, and near which flows the river Chera. The Indians of Colan are obliged to send daily to Paita, one or two *balsas* loaded with water, which is distributed in stated proportions among the inhabitants.

Previous to the revolution which secured to Peru her glorious independence, Paita was the general stopping-place of passengers from Mexico, Panama, and Colombia; and from hence they would proceed by land to Lima, in order to avoid the numerous piratical adventurers who then hovered on the coast, as well as the head-winds, currents, &c. which rendered a sea-voyage to Callao tedious, unpleasant, and oftentimes

dangerous. By this means, they not only shortened their route to Lima, but often saved much valuable property from the grasp of nautical freebooters, and from the effects of nautical disasters. This is the only place where vessels from Acapulco, Sonsonate, Panama, &c. can touch in their passage to Callao; and to this place they are often driven back by adverse winds and shifting currents. Consequently, the town of Paita owes its whole support to the harbour, where cargoes of goods sent from Panama are landed, together with those coming from Callao, to the jurisdiction of Piura and Loja.

The inhabitants of Paita are principally Spaniards, mulattoes, and mestizæ, who derive a subsistence from the finny treasures of the deep, and from the passengers to and from Callao and Lima. In the bay of Paita, like that of Sechura, there is an ample fishery, in which the Indians of Colan, Sechura, and the small hamlets near the coast, are constantly employed. The whole defence of the town consists of a small fort, encircled by a brick wall, and mounted with eight or ten pieces of cannon; without ditch or outworks of any kind. It has been often taken and pillaged, particularly by the squadron of Anson, in 1741, when it was plundered and burnt.

Under such circumstances as are here merely hinted at, it must be evident to every reader that this is no place for ships to procure refreshments of any description. Water cannot be had; wood is procured with great difficulty; while vegetables and beef are scarce, and command a high price. All their supplies are furnished by the inhabitants of Colan, who cultivate grain and breed cattle, with which they supply Paita and other towns.

About six leagues distant from Paita, in the direction of north-north-west-half-west, is Point Parina, between which and Paita the land is hollowed out into a deep open bay, in which is the village of Colan, and another one called Colave. This bay should be avoided as much as possible, particularly in the night, it being very subject to calms.

December 31st.—After touching at Point Nero, and also at Lobos de Terre, we arrived at St. Pedro, on Saturday, the 31st, and anchored in six fathoms of water, sandy bottom, in an open roadstead, about three-quarters of a mile off-shore. The town of St. Pedro stands on the south bank of a river of the same name, about half a mile inland. Here we filled our water-casks, and took on board a supply of fruit and vegetables.

There is no danger in lying at anchor in this roadstead, as the wind never blows very fresh from the seaboard, and it is generally calm at night. The landing at this place, however, is always bad, and not unattended with danger, if attempted by unskilful or inexperienced hands; as the boats must be managed with peculiar address and tact, to prevent their being capsized by the immense billows which are commonly rolling in to the shore. It is therefore advisable, in all cases, to employ shore-boats, which are built expressly for this hazardous service, and are managed by men who have been brought up to the business from their childhood. Of course these natives are as well acquainted with the nature of the landing, and are as familiar with the character of the surf on this part of the coast, as it is possible for men to be.

By them every peril and difficulty is encountered and overcome with the greatest ease, while officers and seamen of the first professional character, who are not familiar with this coast, are liable to be foiled in their attempts to land, and frequently lose, not only their boats, but their lives.

The port of St. Pedro has a bluff point of moderate elevation, to the south of the anchorage, about a mile and a half, which breaks off a part of the sea from the shipping. The town is small, and built much in the same manner as Sechura; its population does not exceed a thousand souls, who are a mixture of the Spaniards with the Sana and Truxillo tribes. They pay considerable attention to agriculture, and the inland soil is said to be rich and productive.

This place is of very little note, being deficient in the necessary and essential conveniences of commerce—good roads. That which leads to the city of Truxillo, it is true, is kept in order, and deserves praise; but all the rest are wretchedly bad. The mode of transporting goods from this place to the inland towns is on the backs of mules, which, for want of roads, travel over cultivated fields, and thus retard the labours of the agriculturist, and ruin his prospects. By this wretched policy industry is discouraged, and the cultivation of the soil much neglected. There is every facility for smuggling in this port, and no risk incurred by the parties.

January 2d, 1826.—On Monday, the 2d of January, we shaped our course for Ferrol Bay, with the wind from the south-south-east, and fair weather. On the following day, we examined the island of Malabrigo, which is a high rock, with bold water within a cable's length from it. There is a good passage between this island and the main, from which it is distant four miles, with from twenty to ten fathoms of water. Hair-seals and sea-birds resort to this island in great numbers.

January 4th.—On Wednesday, the 4th, we examined the islands of Guanape, which lie in latitude $8^{\circ} 35'$ south; there are a group of small rocky islands, between which and the shore there is a good passage of from fifteen to ten fathoms water. Point Guanape lies immediately to the east of these islands, off which is a single rock near the shore. There are some rocks under water to the north of this point, lying nearly two miles off-shore, between this and the river Moche. The coast here must have a good berth.

January 7th.—On Saturday, the 7th, we anchored in Ferrol Bay, in four fathoms of water, sandy bottom, about a quarter of a mile from the Santa Islands, to the westward, and one mile from the mainland, to the eastward, completely sheltered from all winds. The entrance to this anchorage is between the two islands which are the most southern of the Santa Islands. This passage is about half a mile wide, with ten fathoms of water, and clear of dangers. Within the harbour there is sufficient room for fifty sail of the line to moor in perfect safety, sheltered from all winds, and perfectly smooth.

Small vessels of two hundred tons may heave-down here alongside of the rocks of the southern Santa Island. This is one of the finest bays on the coast for catching fish with a seine, and a few hair-seal may be taken in the pupping season. Numerous sea-birds resort to

these islands for the purpose of laying their eggs, and hatching their young. This is also a very convenient place for whale-ships to stop, to cooper their oil, overhaul their vessels, and obtain such refreshments as they may require; for almost any kind can be had here that is common to the coast of Peru. These will be supplied in any quantity at the town of Ferrol, which is two miles inward, and near three miles to the north of the anchorage; they will be furnished at short notice, and at a very moderate price.

The town of Ferrol is small, containing only about seven hundred inhabitants, principally natives, and descendants of Indian tribes which inhabit the interior. The present generation, however, appears to be much crossed by Spanish blood. They are very honest in their commercial transactions, carefully performing whatever they promise. Like all other Indians, however, they are too fond of ardent spirits. This place is in latitude $9^{\circ} 10'$ S., long. $78^{\circ} 22'$ W.

The climate is favourable to agriculture. Its usual temperature is warm and moist, which brings into existence innumerable swarms of insects, and animals of a noxious character. The latter frequently get into the houses of the inhabitants, and even penetrate into their beds. In the evening they are molested by such multitudes of mosquitoes, and other insects, that it is difficult to keep a light burning, as they fly into the flame and extinguish it. These troublesome visitors, however, are greatly diminished in numbers during the fresh south and south-west winds.

The soil in this part of the country is rich and productive. Tropical fruits of almost every kind are produced in abundance; together with wheat, maize, and grain of various kinds. The European fruits grow in such great profusion, that the trees are unable to bear the weight of their treasures, without the aid of props to support them. Strawberries grow to great perfection, and of remarkably large size. Orange-trees are ever in bloom, and at the same time laden with fruit, in various stages of progression, from incipency to full ripeness. Olives and almonds, likewise, grow to great perfection in this vicinity.

While on the subject of trees, it may not be improper to notice that which produces the celebrated Peruvian or Jesuits' bark, otherwise called cinchona. This is a production peculiar to Peru, and hence its most popular name. It has been termed Jesuits' bark, because it was first introduced into Europe by those missionaries. It is used as a remedy in intermittent fevers, or agues; and by some persons is prescribed in other kinds of fevers,—in confluent small-pox, in gangrenous sore-throat, and in every species of gangrene. It is given in powder, as an extract, a spirituous tincture and decoction; but the most efficacious form is that of powder.

The cinchona is a tree which is found only in mountainous tracts, where it grows to the thickness of a man's body. There are three kinds of this bark used in medicine, viz. the common or white bark, the yellow bark, and the red bark. The latter is more bitter and more astringent than the common or the yellow. All its varieties, however, are highly valuable, and are consequently liable to be adulterated with various substances. It is therefore necessary, in selecting

this drug, to attend accurately to all of its characters, in order to avoid being imposed upon by the vender.

Cinchona has long been known as a medicine in Peru, where the natives are said to have adopted its use from observing animals recur to it. Whatever may have been the origin of its employment, however, its efficacy was not tested by Europeans until the year 1640, when the Countess of Cinchon, the wife of the Spanish viceroy, was cured of the ague by means of it. It therefore derived the name of Cinchona from that lady. As it usually happens on the first appearance of any novel remedy, considerable opposition was made to it by several eminent physicians; but its efficacy soon overcame the groundless clamour which had been excited.

The red bark, when first introduced into English practice, in consequence of a Spanish vessel, freighted in part with it, being taken in the year 1779, was tried in several of the London hospitals, and was then extolled to the skies; but its reputation finally gave way to that of the yellow bark, which has since been generally considered as the most efficacious. The Jesuits first carried this bark to Rome, from whence its reputation gradually spread all over Europe.

The animals which are most familiar to this part of Peru are such as I have already noticed in my remarks on other sections of the coast. Horses and mules are held in great estimation, particularly the former. The breed was originally brought from Old Spain; and, instead of degenerating, it has become superior to the parent stock. Few Spanish horses can now vie with these animals in beauty of form or gracefulness of carriage; and they are justly considered as being in no respect inferior to the famous Andalusian breed. Black-cattle also are very abundant on the plains in the interior.

The most remarkable animals, however, in this part of the country are the lama and the vicuna. The former, which is called the Peruvian sheep, in many respects resembles the camel; as in the shape of the head, the neck, and other parts. But they are cloven-footed, have no hunch on their backs, and are much smaller than the camel. The upper lip of this animal is cleft like that of the hare, through which, when enraged, it spits at its enemy, and this saliva is said to be poisonous. In a state of nature it is strong and fleet, and bounds over its native mountains with an agility that could scarcely be exceeded by the stag. When domesticated, however, and taught to bear burthens, this animal loses much of its fleetness, and soon fails in strength.

The hair, or rather wool, of the lama is generally of a brown colour, though some few are black, and others white. The texture of it is both fine and glossy, and it is spun and woven into a beautiful kind of cloth. Their flesh is esteemed excellent food, and they will thrive without trouble or care, being satisfied with the coarsest vegetable food. The Peruvians find it the most useful of their steeds, as it can go even longer than the camel without water and food. The vicuna is smaller than the lama, and its wool is much shorter and finer.

The most remarkable birds found on this part of the coast are the condors and hummers. The former is generally about the size of an

albatross, which I have described elsewhere; it is carnivorous and very voracious, frequently seizing the lambs as they are feeding. Some, it is said, are much larger than any I have seen. When violently pressed with hunger, this gigantic bird has been known to seize upon children; and the Indians assert that it will carry off a deer or calf in its talons with as much ease as an eagle will a lamb. The hummer is a night bird, and generally lives in the mountainous parts of the country. They are seldom seen, though often heard, as the rapidity of their flight produces a humming sound in the air, somewhat like that of a rocket.

There is another curious bird at this place, which is called the awakener, about the size of a small fowl. Its plumage is white and black, its neck thick; head large, erect, and beautifully adorned with a tuft of feathers. Its eyes are large, bright, and lively. On the forepart of each wing is a spur about an inch in length, which it uses in defending itself against its enemies. They give an alarm to all the feathered tribes when there is any appearance of danger, so that every kind of bird within hearing is put on its guard. Hence the name of "*awakener*."

The mountainous regions of this district abound in metallic wealth, such as gold, silver, copper, lead, quicksilver, &c. Besides these, there are emeralds, marcasites, and other precious stones. I have no doubt that if the mines of Peru were wrought with skill and industry, they could supply sufficient gold and silver for every nation on earth.

January 17th.—After examining the coast with our boats thirty miles north and south of this anchorage, without finding any thing but hair-seals, and having ascertained the latitude and longitude of our anchorage to be as I have stated above, we got under way on Monday, the seventeenth, and commenced plying to the south, with the land-breeze from south-south-east, and the sea-breeze from south-south-west, attended with fair weather, which continued for a week.

January 24th.—On Monday, the twenty-fourth, we arrived at the port of Chorillos, and at one, P. M., anchored in five fathoms of water, sandy bottom; latitude $12^{\circ} 8' S.$, long. $77^{\circ} 3' W.$

Chorillos is a pleasant little fishing village, on the seacoast, a few miles south of Lima, and south-east of Callao. It is a great resort of pleasure parties from Lima, who come hither to enjoy the sports of fishing, sea-bathing, &c. During the long siege and blockade of Callao, which only terminated the day before our arrival, the port of Chorillos was used as a depôt for the commerce of Lima. Every thing, however, was now in a state of bustle and confusion, as an important change had just taken place in political affairs, which I shall notice hereafter.

The village of Chorillos is situated on the southern extremity of the south bay of Lima. This bay is formed on the north-west by Point Callao, and on the south-east by another projection, which shelters it from the prevailing winds, while St. Lorenzo and other islands protect it on the west. It is of sufficient capacity to accommodate a great number of ships at the same time. Vessels bound to Callao from the south should haul outside of all the islands before they pass this village; otherwise it will be found very difficult to get sufficiently westward to pass to the northward of Lorenzo Island.

CHAPTER VIII.

Isthmus of Darien—Letter from a Traveller—Town of Porto Bello—How to prevent a wet Jacket—An excellent Dinner, and Wine with an Excellency—Canoe Navigation—Gloomy Prospects—Town and River Chagres—Ascending the River—Crossing the Isthmus—Town of Cruces—The Pizarro Road—Coming to an Anchor—Emotions excited by a first View of the Pacific—City of Panama—Importance of a Passport—Projected Canal across the Isthmus—Ruins of old Panama—An Earthquake—The Gulf of Panama.

THE general reader may possibly require some apology for such frequent allusions to the fact of my having critically examined the western coast of America. The nautical reader will expect none; as to *him* the immense importance of this fact will be its own excuse. To the latter it will be sufficient to state that I have personally inspected and pointed out every danger which exists on this whole extent of coast, from the Strait of Magellan to the thirty-eighth degree of north latitude, comprising six thousand miles, with the exception of the Isthmus of Darien, the west coast of Mexico, and that interesting region now known by the appellation of "*Central America*." It has also been seen, by the attentive reader, that many historical facts and anecdotes connected with the revolutionary struggle of the South Americans have been interwoven with the thread of this homely narrative.

My examination of the western coast of South America terminated, it will be recollected, at the port of Tacamez, fifty-two miles north of the equator, when the progress of the season rendered it proper to steer for the Gallipagos Islands, leaving the Gulf of Panama and the Isthmus of Darien unnoticed. Thus the chain of my surveys is deficient in a very important link, which I hope to supply on some future occasion. In the mean time I have obtained permission to lay before the public the following interesting letter, which I received while making preparations for my first voyage in 1822. The writer is John J. Adams, Esq., now one of the editors of the *New-York Traveller*, but at that time a commercial agent at Panama; his lively and graphic description of which will certainly not come amiss in this place.

"*Panama, May 20, 1822.*

"DEAR SIR,

"When you were about to sail on a sealing expedition to the Falkland Islands, as first officer of the *Wasp*, some two years ago, I told you, in jest, that before your return I might perhaps take a leap from the three-legged stool of a counting-room to the quarter-deck of a ship. You expressed some doubts as to the probability of such a transition; but made me promise, in case I did so, to make you the depositary of 'my travel's history,' by regular extracts from my journal. 'I have done the deed,' but have kept no journal; and as your return to New-York was daily looked for when I left that city, I shall partially

redeem my promise by sending you a brief sketch of my 'voyages and travels' to this interesting section of the globe. But if you find it, as I fear you will, totally barren of interest, you must rest contented with the assurance that it was well intended.

"I sailed from New-York on the twenty-first of March, in the schooner *Selina*; not indeed as commander, but still with the privilege of the *quarter-deck*, and in poetical language any vessel is a *ship*, be her rig what it may. 'The object of my voyage is not important to 'the subject of my story;' still your curiosity may be gratified on that score by calling at 'our house' (meaning the counting-room before mentioned). My motives for accepting a commission so seriously interfering with my interests and feelings, and so repugnant to the wishes of my family, were briefly these:—I wished to convince my friends (who were alarmed for my welfare, in consequence of my having made a few successful essays as a tragedian), that their fears were groundless, that I could still attend to business, and that I had no thoughts of abandoning the commercial pursuits to which, from early youth, I had been so assiduously devoted. I presume I have convinced them; but not without a serious sacrifice on my part. Various engagements, the least of which would probably have filled my pockets, were before me soliciting acceptance, when I agreed to embark on this mission.

"I shall say nothing of my excessive sea-sickness, our narrow escapes from pirates, the tremendous storms we encountered, and such-like hair-breadth escapes; but bring you to Porto Bello at once, which we made on the twentieth day of our passage. It rained very violently just before I landed; and during the shower I saw a negro in a state of nudity, seated on a rock, with his apology for a garment carefully placed beneath him to screen it from the wet. When the shower was over, and his ebony skin dried in the sun, he then resumed his dry clothes. This I believe is a universal practice here, it being dangerous at this season to wear a damp, much less a saturated garment, to check the perspiration. The first thing that attracted my attention on landing was the squalid filthiness of the place. On the apex of each house or hovel, which have thatched pyramidical roofs, was perched a carrion bird, with wings out-spread, drying in the sun.

"I lost no time in paying my respects to the governor, for whom I had divers presents. Not being *au fait* to the etiquette, I felt a little palpitation lest I should omit some ceremonial. With my merchant—the only one I believe in the place—I wended my way to his excellency's mansion. It was one of an extensive block of buildings, uniform in their architecture (if architecture it may be called), each with a court in the centre, surrounded by balconies or piazzas. We passed through an open entrance or court, penetrating the building, and abundantly filthy. On this score a New-York livery-stable is a palace to it. A flight of stairs which mop or broom had apparently never violated, landed us in a tolerably capacious hall, whence we emerged into a sort of anteroom, without carpet, or any ornament to relieve or heighten the want of order and cleanliness so manifest. A hammock was slung nearly in the centre, in which lay the son of his excellency; and a lady, in complexion like the queen of spades, received my inter-

puted compliments as daughter of the governor. My surprise reached its climax when I was ushered into the adjacent room.

“His excellency had completed his toilet, and very frankly came forward to welcome me. I will not attempt to describe his person or his dress, except so far as to say that I found myself greeted with a Spanish embrace by an indifferent looking mulatto. He warmly pressed me to dine with him, in company with a deputation of St. Blas Indians, with whom he was negotiating a treaty. I declined the honour, my friend having promised me a delicious turtle dinner: which of the New-York aldermen, fond as they are of honour, would not have done the same? I was excused on the promise that I would *wine* with him after the repast.

“Accordingly, after luxuriating with my friend, with a restored, I may say a voracious appetite—I had eaten nothing for the past twenty days,—I repaired to his excellency’s, and found a pretty numerous party, Indians included, libating ‘pottle deep.’ By the time these aborigines felt the liquor mantling, the wily governor and his friends infused high-proof brandy in their Madeira; and it was not long before one of them, a leading chief, left his seat very unceremoniously, and as unceremoniously was conveyed from the room in a state of drunken insensibility. I much question the policy of the governor in this manœuvre; unless, indeed, by thus disposing of the chief, he got rid of one opposed to his views. I would remark of these Indians that they were fine-looking, muscular men, in general appearance much resembling the aborigines of our part of the continent, particularly in the gravity of their deportment.

“During the discussion of dinner I had determined to depart immediately for Panama, seeing no prospect of effecting a sale of the cargo at Porto Bello. My arrangements were briefly made by our captain, whom I desired to accompany me. I therefore made my adieus to the governor, suite, and family, with as much haste as a due respect to etiquette would permit, receiving from his excellency another fraternal hug at parting. I had but little opportunity of indulging the *voyageur’s* curiosity, for very soon after my escape from ‘wassail and rout,’ the rain began to descend in torrents; I saw enough, however, to satisfy me that you lose little here by my deficiency in observation.

“Porto Bello, as you and everybody knows, is situated on the north coast of the Isthmus of Darien, now termed the Isthmus of Panama, and by some the Isthmus of Costa Rica. Darien, however, is the good old-fashioned name by which we were accustomed to know it in our school-boy days; and the whole is washed by the Gulf of Darien. Porto Bello has a large commodious harbour, with good anchorage and shelter for ships; its entrance is narrow, and defended by several forts. It is about seventy miles north of Panama, and three hundred west of Carthagena. It is situated, as you nautical men say, in lat. 9° 33’ north, long. 80° 45’ west, and is rapidly falling off in business and importance.

“At 10 o’clock, P. M., in a frail canoe, with two negro conductors, we pushed off from alongside the schooner, bound for Chagres. It required great caution in stepping on board our egg-shell conveyance,

to avoid swamping her, as I believe you call it. I *said* nothing; but I *felt* that we had *less* than 'a plank between us and destruction.' I have often heard you assert that you never knew what *fear* was. I thought of you at this moment, and became quite a hero. The moon lent her light, although bedimmed by the mass of ragged clouds surrounding her silver car, imposing a fleecy veil between the earth and her tropical effulgence. Porto Bello lay in quiet repose, and really presented a picturesque appearance. The town is situated at the base of a very high hill, whose ascent is rarely attempted, the shrubbery being almost impervious, and abounding with venomous serpents. The only death which had occurred here for some time was occasioned by the fangs of one of these reptiles, which assailed his victim in the night, in his own domicil.

"I had been but a few hours in Porto Bello, yet I felt as if I had sojourned there for weeks; and I assure you, my dear sir, that I experienced no regret at leaving it (temporarily, to be sure), as it lay in beautiful relief in the moonlight—its few whitewashed buildings finely contrasted with the long sweep of the sombre and towering forest which overhung them. I pass over the night, which was sleepless. Our two negroes plied their paddles unremittedly, unaided by a breath of air to swell the canvass with which we were provided.

"The morning dawned, or rather burst upon us, with that suddenness of brilliancy so characteristic of the tropical regions,—I cannot describe my sensations. We were paddling on a sleeping ocean, miles from land; and it seemed as if the slightest breeze would bury us in the merest swell of the sea. No breeze came; and, as noon approached, I languished for one, indifferent as to consequences. The oppressive influence of a vertical sun, falling on my unprotected head, was intolerable; and to add to the unpleasantness of my feelings, our 'noble captain,' in the action of shifting his position in the bottom of the canoe, actually perilled our safety! so frail, so fragile was the accommodation which his hair-brained economy had provided. 'Thinks I to myself,' the next time I embark on an expedition of this kind, I will exercise a little more precaution. We arrived at our port of destination, however, in safety.

"If Porto Bello, on a first acquaintance, impressed me so unfavourably, what shall I say of Chagres? On doubling the high and jutting promontory at the base of which the town is situated, you are, in a very few minutes, at the anchorage opposite. Impatient to despatch, we arranged immediately for a canoe to ascend the river Chagres; having boarded a vessel from Jamaica, where the dinner was just ready,—we are not in the habit of declining cordial invitations. I now began to look about me. What a prospect! A few wretched hovels constructed of reeds, and indiscriminately located on a low marshy plain—no wharf—no street—no any thing, indicative either of commerce or intelligence: no human beings, except negroes, mulattoes, and mestizoes. I felt extremely gloomy. What was I to expect as I proceeded?

"Nearly all the houses are built of cane, and thatched; most of them are without any flooring but the bare earth. All that I had ever

heard of the unhealthiness of these regions seemed as if marked on a map before me. Deprived in a great measure of the sea-breeze, with a soil of such fecundity that the saying is common, 'put a plant invertedly in the earth and it will grow;' with rain in its season bursting in torrents, a vertical sun almost instantly succeeding, shedding its scorching rays, and decomposing the vegetation which the rain had prostrated; poisonous miasmata, deleterious gases, and ten thousand noxious exhalations; with all these legibly written, as it were, upon the very face of the prospect, how could I prevent the intrusion of mental images connected with pestilence and death! On the opposite side of the river, amid the plantains, and an impenetrable forest of dwarfish trees, the stately cocoanut towered at intervals, imparting an oriental beauty to the landscape, even as does the lofty palm, which it resembles. I gazed in sorrow, and with melancholy forebodings. The last words our friend Captain H. said to me on parting, were, 'Take care, my boy, that you do not lay your head under one of the cocoanut-trees.' To die in such a place! It appeared to me that a Cæsar could not have indulged the contemplation without a shudder! This place is situated in lat. $9^{\circ} 20'$ north, long. $80^{\circ} 30'$ west. At least so I was informed; I merely mention it because you charged me to be particular with respect to locations. It is the situation of Fort San Lorenzo, which stands on a steep rock on the east side of the river, near the seashore.

"All things being in readiness, we embarked in a canoe, on the waters of the Chagres. This river was formerly called Lagartos, from the number of alligators which infested it. It is navigable for sea-vessels only a short distance; but for boats down stream it is the channel of commerce between the two oceans. It rises on the ninth parallel of north latitude, in the mountains near Cruces, between the Bay of Panama on the Pacific side and Point St. Blas on the Atlantic side of the isthmus, which here runs nearly north-east and south-west. From its source the Chagres flows westwardly about sixty miles, then turns to the north for thirty miles, which brings it to the point of our embarkation, where it falls into the Caribbean Sea. I was aware that the passage of this river was obstructed by the trunks of trees which had fallen into it; and also by swift currents over the shallows; and consequently did not anticipate much pleasure in the excursion.

"The canoe was managed by four negroes, destitute even of a fig-leaf to cover them. Our accommodations consisted of a cabin, in which it was impossible to turn round, and which was formed of hides spread over bended poles, somewhat after the fashion of our Yankee wagons. We had provided a tolerable stock of provisions, and thus we commenced our voyage *towards* the Pacific Ocean. The ascent of the Chagres proved as uninteresting as it was tedious. The monkeys chattered at us as we passed them, and the wild beasts looked as if they wished to eat us. We kept on, however, and after proceeding about fifteen miles, landed at a small town, located on a bank a number of feet in height, and which presented an appearance of cleanliness not found in Chagres. We passed a number of rapids as we advanced; and in one instance the canoe capsized, and my entire wardrobe was

at once most comfortably saturated with Andean tears.—I thought of the negro on the rock at Porto Bello. The evident wretchedness, and the equally apparent happiness of the natives we encountered—pardon the paradox—I will not attempt to describe. Every thing was so perfectly novel that I should run into inconsistent prolixity.

“Cruces, where we finally landed, is about seventy miles from Chagres, and at the head of navigation. It is only about twenty miles from Panama, comprising the whole distance of portage which exists between the two oceans.* It is distinguished by no features that will warrant a description. The mules were immediately ordered, and after two or three John Gilpin capers, to the delight of the assembled town, which was unaccustomed to be witched by such ‘noble horsemanship,’ anglice, *muleship*, I gained the Panama Road. Once entered, there was no diverging, and, as I had nothing to do but to let the mule pick his way, I displayed great mastery in my management.

“I was on the road made by Pizarro, when the unoffending Incas were to be made his victims. What will not ambition and the lust of gold accomplish! It is now in a state of great dilapidation, owing to the heavy rains, which, rushing in torrents from the mountains, have, in the lapse of years, piled up the pavement, and formed defiles which are almost impassable except by a mule or a negro. In the neighbourhood of some of the savannas, however, abundant evidence exists to show that it was a work of great labour and finish, worthy of the perseverance and enterprise of that rapacious chief.

“We were conducted, I can hardly say accompanied, by a guide, who bore a wallet containing our refreshments. The journey was more than half-completed—(we could not average more than three miles an hour)—and I had seen our guide but once. Poor Sancho Panza never felt a more serious yearning of the bowels than I now experienced; nor was he accompanied by a more indifferent, phlegmatic, *anti-sensual* Quixote than my friend the captain. He attempted to comfort and encourage me, by stating that we should not see the guide again until we reached our place of destination. I was famished, and thirsty, and despairing, and thinking of the cold fowls I had seen eaten upon the stage, and the hot ones I had helped demolish at Niblo’s, when we broke upon quite an extensive savanna.

“Judge of my delight on beholding our darkey quietly seated beside a limping, gurgling, purling (I was so enraptured that I could lavish every aqueous epithet upon it) brook. Our meal was not *à la fourchette*, though our carving was summary. Of a nicely roasted chicken I merely took a leg and a wing in my digits; the captain ditto. Then came the tug of war. A moment, and it was decided; neither party was vanquished, but all eagerly revelled in the spoils. Never before could I fully comprehend the term *luxury*; but as the last libation of claret closed the marooning repast, I felt that it must have been the nectar of Jove.

* We learn from the *Encyclopædia Americana*, that it has been ascertained that “high-water-mark in the Pacific is about thirteen feet higher than in the Atlantic; but that at half-tide the level of the Pacific is the same with that of the Atlantic, and at low tide is several feet lower. These circumstances induced the Colombian government to conceive the plan of a canal from Panama to Puerto Velo, on the Atlantic side, which has a large and secure harbour, and is distant 43 miles N.N.W. from Panama. A railroad between the two cities is already in progress.

“Pursuing our journey my attention was called by the captain to an enormous serpent which was crossing our path, a few rods ahead of us. His length must have been from twelve to fifteen feet. The feelings he excited were those of a man on a precipice, infatuated to plunge into the abyss. I could scarcely retain my seat on the mule. A sensation new and collapsed pervaded me. It was but for a moment, and then St. George himself would perhaps have been less apprehensive.

“I cannot offer any thing worth your perusal relating to the topography, &c. of the isthmus. Here and there was a clearing, with a cane or log edifice, and some few acres cleared around it. But for miles you could hardly trace a mark of civilization. An occasional cross on the roadside indicated that a Christian murder had been perpetrated there; the sight of which, maugre the natural associations it called forth, was in a degree refreshing. The serpent, the leopard, and the monkey abound here; and how the negroes who traverse the isthmus so innocuously, manage it, I cannot divine. I was informed that they would transport a barrel of flour the whole distance on their back; and I thought it ‘a traveller’s story,’ particularly when I was passing some of the defiles, which it appeared to me, the sure foot of a mule alone could thread. But we overtook one with three five-gallon demijohns of liquor strapped on his back, picking his way as unconcernedly and vigorously as if he bore no burthen. My skepticism vanished.

“The road has never undergone repair, although each traveller and package transported pays a good round tax for its improvement. One thing perfectly astonished me:—in the centre of a savanna, where the road branches, ‘we came to an anchor,’—in other words, there lay, firmly imbedded, an anchor fit for a line-of-battle ship! How it came there was to me inexplicable. I learned, however, that one of the Pacific squadron had lost her anchor, and that this was transported thus far to her relief, when the frame of the car which supported it gave way, killing some dozen or fifteen men in the crush. All subsequent attempts to remove it proved ineffectual.

“Young and enthusiastic as I am, never did my bosom experience a more bounding emotion than when, on turning an angle of the road, Panama, with its spires and turrets, its extensive savannas, and the broad sweep of the *mighty Pacific*, met my gaze. ‘Panama!’ I exclaimed, ‘thou hast redeemed the isthmus!’ What could be more grateful to the novitiate traveller than the view of an apparently populous and well-regulated city, after traversing the dreary and dangerous wild of the isthmus, and encountering the canoe-difficulties of the monotonous Chagres. The veteran traveller must needs have participated in the feelings which possessed me. With what pleased alacrity, in which indeed my mule participated, did I thread the extended savanna! With what a glow did I contemplate those spires, perspective beaming in the last rays of a tropical and dazzling sun!—And, ah! with what feelings of awe—of reverence—nay, of sublimity, did I look upon the waters, and felt that they presented in their expanse a ‘bourne from which no traveller might return.’

“If an argument at this day were necessary to establish the Christian faith, let the skeptic who needs it *travel*. Let him visit foreign climes;

let him go where hospitality is proverbial ; let him wander where Arcadian beauties rivet him, and where good faith is invariably extended to the wayfaring ;—and then let him pause, and ask this question :—‘ Did aught in my wanderings ever inspire me with so much confidence of security as a simple village spire, rising in the dim distance of the lonely, and perhaps otherwise cheerful landscape ? ’ The answer is anticipated. No !

“ What must have been the sensations of those intrepid and enterprising men, when from the mountains of the isthmus they for the first time beheld the waters of the immense Pacific ! Fancy and imagination are fettered—in vain would they portray them. It would immortalize any painter who could convey even a glimmering of the expression of the subdued features of him who for the first time gazed upon it, after being wrapt in wonder from exploring a vast and newly discovered continent. We can cast our eyes to the firmament when the bright stars are coquettishly winking ; we can behold the rising and setting glory of the great luminary, amid its gorgeous and unrivalled drapery ; we can contemplate the orb of night in its chastened loveliness—and feel our nothingness, and humbly bow ourselves, as the creation in its immensity bursts upon our bewildered imagination. But powerful as are these emotions, they shrink into comparative insignificance compared to the feelings of him who for the first time gazes upon the waters of this immense ocean. To the former objects we have been accustomed from infancy, and it is only in moments of occasional abstraction and meditation that their sublimity affects us. But the ocean ever enkindles the feeling. In its apparent boundless extent, there is, if I may so express it, a palpability, a tangibility, which takes the senses captive.

“ My first movement, after dismounting from my unruly and truly obstinate mule, was to seek the quay. In twenty-four days after leaving Dover-street wharf, in the city of New-York, I was laving in the Pacific ; and am, for aught I know to the contrary, the first New-Yorker that ever made so short a cut to reach it. I leave you to conceive of my feelings, and imaginings, and romancing, ‘ and all that sort of thing. ’ I have some recollection of a vivid description you gave me of the sensations you experienced on finding yourself for the first time afloat on the vast ocean, after playing the Crusoe, and running away from your paternal home ; of your anticipations of discovering new worlds at the south pole ; of your first smelling gunpowder at the siege of Cadiz ;

‘ Of being taken by the insolent foe,
And sold to slavery ; of your redemption thence,
And portance in your travel’s history.’

I say, recollecting all this, I do not hesitate to let you have a peep at the romantic workings of my own youthful imagination, as you know how to appreciate such kind of feelings.

“ Panama is a walled city, and its parapet presents a front formidable in the extreme. The ordnance here mounted exceeds in caliber any thing I have ever seen ; and, ere the intensely darting beams of the morning sun burst forth, a stroll around its barricade is interesting to the mind, and invigorating to the body. I have frequently paused in

my early rambles, and fancied, as I gazed on the threshold of some protruding tower, that I saw the insatiate Pizarro brandishing his sword, while the whole train of Kotzebue's and Sheridan's creation passed before me like the fevered visions of Macbeth. My rhetoric cannot charm you, for I write under peculiar excitement.

* * * * *

"I am now in the guard-house. Oh! for a Latin quotation! I have no book to glean one from. I am here a *prisoner*, for failing to show, or rather to obtain, a passport. Life has a charm it never before possessed, for I was never before sensible of holding it by so precarious a tenure. Immured in a prison, with a constitution peculiarly liable to the prevailing fever! To die far from home—in a strange place—among strangers, I had almost said among *savages*!—to tread the gloomy path alone—unsupported, uncheered by the soothing accents of friendship and affection! I would quote Shakspeare, but will not trespass. I have actually written my own requiem. How did you feel in Dartmoor prison? I pause *not* for a reply.

* * * * *

"Once more I am free, and may pursue my business. I am quartered with the somewhat celebrated Colonel Kirkland, projector of the canal to unite the two oceans. He is a very intelligent man, but does not appear (as I apprehend) to entertain correct views relative to the arrangement of the project. He discards, *in toto*, the idea of a canal across this section of the isthmus. His location is easterly—commencing at the Atrato, on the Caribbean, or Atlantic side, and connecting it with St. Juan, which empties into the Pacific. This would be all very well, if ship navigation were admissible: but even steamboats would find it difficult. Humboldt says that at extraordinary seasons both rivers have been conjoined, and thus the Atlantic and the Pacific have been oft united. What shall I say, who am totally ignorant of this matter, excepting that I cannot imagine a ship-channel across the isthmus impracticable? Far better were it to clear the obstructions of San Juan Costa Rica, and through the picturesque lakes of Grenada and Leon find our way to the lordly Pacific. If there be not a ship-channel, St. Juan and Grenada will ultimately command a preference—an unavoidable preference.

"Much speculation has been afloat as to the relative height of the two seas. For my part, I can offer nothing scientifically, as you well know. I can and will, however, modestly suggest that the regular trade-winds cause a heaping of the waters in the Caribbean archipelago, from which emanates the Gulf Stream torrent. The reaction from the Bay of Mexico and the quiet of the peninsula of Yucatan compared with the sweep around Cape Antonio and the dangerous Cordilleras; the powerful eddy in-shore from the point of Yucatan to St. Martha—an eddy so strong that our fleet little bark with difficulty stemmed it—all combine to satisfy me that the water there is constantly beyond its level. If it be so, a canal cut sufficiently deep would probably be productive of the most astonishing consequences. The Bahamas it would not be necessary to cross in our voyaging: indeed it would probably be impracticable; for if the water in the Caribbean be higher

than that of the Pacific, it would naturally take its course to that ocean, wearing for itself a channel that might effectually divide the continent, and render a passage to the Indies as facile, as safe, more pleasant, and nearly as brief, as almost any other foreign voyage.

"I think a canal might be dug parallel to the river, and near its banks as far as Cruces, and thence continued on the Pizarro Road. The mountains back of Panama, the lowest of the chain of the Andes, would not, I think, offer a formidable barrier—the road at present half-circles the base of one of them, and the canal might follow its track. Kirkland does not agree with me in my views, although he offers nothing decidedly in confutation. He has applied to Congress for a charter, with exclusive privileges for one hundred years; they object to the time, and he is now awaiting an answer from Bolivar, who by the last accounts had triumphantly entered Pasto. Peru's independence is now considered secure.

"I did not mean thus to attenuate. It must be my garrulity; for on reviewing the preceding, I find I have offered merely an adumbration of that which I conceived, and doubtless correctly. It could have been fully embraced in half the space. It may reach you, however, at a period when it will not be unacceptable; for at this moment the dullest correspondent that ever taxed me would be welcome in a closely-written treble post-folio sheet. Yesterday I accompanied a party to visit the ruins of the former town. We embarked in the boat of an English schooner, but although we were on the waters of the *Pacific*, the surf was too unruly to permit our landing. The town was destroyed by an earthquake, and the appearance of the ruins gave indication of fearful violence.

"The mosquitoes here are very annoying. I have not yet procured a net, and find it almost impossible to sleep. Last night, or rather this morning, I was fairly wearied into slumber, into which I had just sunk when the captain alarmed me. 'Did you not hear it?'—'Hear what?' said I, vexed at the interruption of an enjoyment obtained through so much difficulty; 'the car rattling o'er the stony street?'—'No, the earthquake.'—I had heard and felt nothing. He said there had been two very severe shocks, and the third would likely prove more so. I arose and went into the large hall where Kirkland and all in sleeping costume were assembled. What a group for a painter!

"The boldest held his breath for a while. Some time elapsed, the shock was not repeated, and we dispersed. Just as I had adjusted myself for Somnus, I experienced a slight easy undulation of my couch, which I can compare only to the gentle rocking of a cradle by a mother, in which lay her infant invalid. It was the last shock of the leveller whose mysterious visitings quail the stoutest heart.

"I learned this morning that the large square was completely filled by the panic-struck inhabitants when the shock was felt. They scarcely ever think about their liability to such visitations, but when they come are filled with dread. And how can it be otherwise? When the 'sound and firm-set earth' totters beneath us, we gaze upon the lofty towers of our vain creation, and the pride with which we surveyed them is turned into a fearful, horrible apprehension, that

even at the moment their unsightly ruins may hide the mangled remains of our humanity. In the most fearful storm at sea, with the frailest bark, and on a lee iron-bound shore, hope will hover, and exertion in a degree divert the mind, however despairing; but when the earthquake sends forth its premonitions, hope departs. The only guardian which remains is quiet, humble resignation; and in what beautiful relief she appears amid the appalling extravagance of fear and despair!

“Last Sunday I took a walk with Kirkland to spend an hour at a little villa about half a mile from the gates of the city. We were encountered by a sudden shower, and seeking refuge, were ushered into a cock-pit: all was life and bustle. A padre, who assisted at mass, arrayed in his sacerdotal garb, with a fowl under his arm, manifested the deepest interest. I never witnessed any thing of the kind before, and assuredly did not rejoice at the necessity by which I was thus enlightened.

“The villa of which I spoke is not only beautifully but romantically situated. It is offered to me very low, and I think of purchasing it, and despatch the vessel home, in order to avail of the immense advantages which at present offer in this unknown and interesting region. The site of the villa or cottage is beautiful, being on the brow of a gently sloping hill, which abruptly terminates at the base of a mountain. The house is built with care, and replete with convenience. The grounds are terraced to their termination, forming a series of aqueducts or reservoirs, which serve to irrigate a soil unsurpassed in fertility. On the left an arm of the bay penetrates—but I think *gulf* the most appropriate term—for this arm of which I speak is in itself a bay of imposing magnitude, and of more than imposing magnificence; for when surveying it, I was transported home.

“I was gazing on our own magnificent bay—ay, there they lay, Staten Island in protective majesty, Governor’s Island in picturesque prominence, with Ellis’s and Bedlow’s imbedded at due distance, only reposing in more quiet beauty. The similitude is fully equal to that which you may have noticed on entering the harbour of Charleston. The Astley and Cooper rivers and the fort on the little sandy island, together with the appearance of the quay, are perfectly typical of New-York; much more so, however, does this arm of the bay resemble it. I need not tell you with what interest I looked, while the fireside (although I was near the equator), by the talisman of imagination, greeted my vision, surrounded by objects never so dear to affection, and certainly never before so highly appreciated. If I purchase this place, I fear my correspondence will be strongly tinctured with the sentimental, if not become mawkish.

“There is much more that has struck me in a desultory way which I would fain communicate; but, fortunately for you, neither time nor room admit.

“The population of Panama is variously estimated. Embracing the suburbs, which are populous, it is stated to be from 10 to 30,000; I think the truth will be found to lie between. The churches are large and handsomely ornamented. The cathedral can comfortably accom-

modate in its area any three of our churches which could be selected.

"The streets are paved, and are remarkably cleanly. It is a pleasure to promenade them in the cool of the day, particularly as your well-bred native invariably extends to the stranger on passing the most courteous and withal graceful salutation. I am true breed, awkward, and diffident, but anxious to observe and conform to etiquette. I know not what would be the behaviour, or rather how it would be viewed, of some of our countrymen when offering or receiving the light of a segar from a courtly don or equally polite signor. In the action of tendering and receiving a segar, simple, even vulgar, as some may consider it, they add a charm to grace itself.

"You must of course know the latitude and longitude of the place, but as it will take only a line I will give it: $8^{\circ} 58'$ north latitude, longitude $79^{\circ} 37'$ west.

"I would give you an idea of the pearl-fishery here, but must defer it. It is being extensively carried on, and is likely to become a source of wealth. I am informed that the pearls obtained here surpass in form and brilliancy the oriental.

"The tide rises and falls some twenty feet, and the appearance of the bay at high and low water varies so much as entirely to change its aspect. Flats which extend several miles into the gulf are alternately covered and bare at high and low water. Vessels cannot approach the quay in consequence, and the cargoes are discharged at high water in flat-bottomed lighters. The roadstead is exposed to violent north winds, but the anchorage is safe. The commerce is not what it was, but it must ultimately be great. The whole coast of California and St. Blas, abounding in hides, cochineal, and indigo, the cost of which is extremely low, presents a fine market for our cottons, affording a profit beyond any thing in my commercial experience. Jamaica has been vastly benefited; its contiguity and its colonial facilities give it important advantages. The English have fully availed themselves of the opportunities for advantageous commerce which have occurred along the whole line of this almost boundless coast. We however are likely to participate, and largely. An immense fortune to your humble servant is within reach, if favoured with health.

"I will address you again ere I leave, and without requesting any extension of courtesy to this imperfect epistle, I am most truly yours,

"JOHN J. ADAMS."

CHAPTER IX.

Surrender of the Castles of Callao, by General Rodil, to the Patriots—Dreadful Effects of the Siege—General Quintanilla surrenders the Island of Chiloe—Visit the Ruins of Pachamcamac, a magnificent Temple of the Sun—Homeward-bound—Strait of Magellan—Two Excursions into the Interior—Entertained by a Tribe of Patagonians—Their Stature and Hospitality—Human Skeletons of a gigantic Size—Touch at the Falkland Islands—A fruitless Search for Island Grande—Arrive at New-York.

JUST as we were entering the roadstead of Chorillos, on the 24th of January, 1826, Callao and its castles, which had been so long and so desperately defended by the gallant Rodil, were surrendered to the patriots by capitulation. The Spanish flag had given place to that of the Peruvian republic; the gates were thrown open, salutes were fired, and every thing betokened triumph and rejoicing on the part of the patriots. Not so with the skeleton of a garrison which marched out as prisoners of war, although the terms of capitulation which their gallant commander obtained for them were highly favourable. Only three hundred shadows of men remained of three thousand who occupied the fortress a short time previous to the commencement of the blockade. They were conquered by famine alone, and displayed through the whole siege a Spartan-like heroism worthy of a better cause.

I have already stated that the independence of Upper and Lower Peru had been accomplished by the decisive victory of Ayacucho, the result of a desperate battle which was fought on the 9th of December, 1824. General Rodil, who commanded the castles of Callao, it will be recollected, refused to surrender according to the articles of capitulation, but obstinately defended them for upwards of a year. Being well supplied with stores and ammunition, he rejected every proposal for surrender, and the place continued to be closely invested by sea and land, and was declared by proclamation to be in a state of rigorous blockade when I entered it in the *Tartar*, as mentioned in Chapter III.

In the mean time all the foreign shipping on the coast sustained much inconvenience for the want of the fine bay of Callao; being obliged during the continuance of the siege to discharge their cargoes in the open roadstead of Chorillos, a few miles farther south. Offers of mediation, therefore, were made by the officers of the British squadron on the station, but to no purpose. Rodil still persisted in maintaining the castles without any possible benefit to his country. The Peruvians were therefore obliged still to keep up a large force before Callao, at an immense expense, assisted by a Chilean and Colombian squadron.

At length, after sustaining a rigorous siege for more than a year, and being reduced to absolute famine, Rodil was compelled to capitulate to the Colombian forces, commanded by General Salo, who had been assisting the Peruvians in driving the troops of Old Spain from the country. At the time of surrender Callao was literally in a state of

ruin, presenting the most horrid spectacle I ever beheld. A great part of the town was levelled to the ground, and every house left standing was more or less injured. Unburied dead bodies of those who perished by famine or by gun-shots were found in the houses, and lay scattered about the streets.

Among the persons of note who perished here were the Marquis of Torre Tagle and nearly all the members of his numerous family. He had abandoned the republican cause, and took refuge in Callao. While president of Peru the government had presented to him a medal valued at thirty thousand dollars; and this he had offered to Rodil, during the siege, for a half-barrel of beef and a small quantity of rice! The sufferings of the besieged can scarcely be conceived. The horses and mules which they were compelled to kill to prevent their dying of starvation were sold to the inhabitants at the enormous price of seventeen dollars a pound. A single fowl has sold for eighty dollars, and ship-biscuit at eight dollars a piece. At the time of the surrender there was not a dog or a cat to be found in the place; all had been eaten by the inhabitants, with as many rats as they could catch. At the commencement of the siege there were fifteen hundred troops in the castles, and four thousand five hundred inhabitants in the town. At the surrender there were but three hundred troops and five hundred inhabitants. Thus out of six thousand souls there were but eight hundred left!

This event was the extinction of the power of Old Spain on the continent of America. The flag of Ferdinand now no longer floated over one solitary spot between the Sabine River and Cape Horn. The island of Chiloe, as I afterward learned, had surrendered ten days previous, after having been obstinately defended by the gallant General Quintanilla, whose friendly and hospitable attentions rendered my visit to San Carlos so agreeable, in the month of November, 1824, as mentioned in Chapter II. An expedition under the command of Don Simon Freire, supreme director of Chili, succeeded in this enterprise after a skirmish in which they lost sixteen killed and seventy-eight wounded. When first summoned to surrender, the Spanish general made the following characteristic reply:

“Government of Chiloe.

“I know of no reason that ought to oblige me to fail in that duty which I owe to my king, the army, and inhabitants of this province, who desire, as I do, an opportunity of showing, for the *third* time, to the army of Chili, that its attempts to subjugate us are vain, and therefore your excellency may spare menaces which you are in no condition to fulfil.

“God preserve your excellency many years.

“ANTONIO DE QUINTANILLA.

“Head-quarters de San Carlos de Chiloe, Jan. 11, 1826.”

A few days, however, convinced this faithful servant of Ferdinand that it would be a useless waste of lives and property to hold out against such a disparity of force: he therefore acceded to terms of

capitulation, and delivered to the patriots the batteries, cannon, arms, &c. Thus was the finishing stroke given to the fabric of South American independence, reared at the expense of so much suffering, blood, and treasure. May the people prove worthy of the blessing which their valour has achieved.

Great rejoicings took place in Lima on the day that Callao surrendered. I visited the city on the following day, and saw the royal troops, "the hardy gleanings of many a hapless fight," as they marched through the town. They were certainly the most miserable, emaciated-looking men that my eyes had ever beheld. Their appearance drew many tears of sympathy from the bright eyes of the fair republican ladies of Lima.

I called on Mr. Whitmore, of Providence, R. I., who was at that time a commission merchant in Lima, who made me acquainted with the foregoing particulars. I have lately understood that this worthy man has returned to the United States with an ample fortune. I can only say that he richly deserves it, and may he live to enjoy every blessing that honour, virtue, and wealth can bestow.

My friend Mr. Whitmore told me several anecdotes respecting the irregularities of the ecclesiastics in Lima and other cities of Peru, which tended to confirm a previous impression I had entertained not very favourable to some individuals of that order.*

February 1st.—On Wednesday, the 1st day of February, we found ourselves in readiness to put once more to sea; and accordingly, at six, P. M., we got under way, and steered for the Pachamcamac Islands, which lie in latitude $12^{\circ} 24' S.$, between one mile and a half and two miles off-shore. These are several small islands or rocks, ranging in a line, and extending about two miles and a half nearly north-west and south-east. They are separated from each other by narrow channels, which have from fifteen to five fathoms of water; while close to them on the north there is a depth of thirty-five fathoms. Opposite these islands is the small village of Lurin, and a little beyond it the beautiful and luxuriant valley of Pachamcamac, celebrated for its pleasantness and fertility, and still more for a magnificent temple of the sun, built by the incas to the honour of their deity, the ruins of which are still standing.

The Temple of Pachamcamac, which is the name of the Peruvian god, was the most costly and magnificent religious edifice in the whole country. It contained a golden image, representing, according to their

* On the 17th of February, 1832, a Peruvian gazette, called the "*Mercurio Peruano*," published the following ordonnance of the government, which will show the manner in which the supreme authorities deal with refractory priests in the city of Lima. It is also curious as an illustration of the state of society in Peru.

"*February 17th.*—The following ordonnance was issued from the government office on the 10th instant, to M. L. Vidaurre, the ecclesiastical governor of the district:—

"*Senor*—The government has been scandalized at finding that the members of the religious brotherhood are abroad at all hours of the night, and that a considerable number even sleep out of their cloisters, and constantly betake themselves to gaming and other improper houses. The government feels that those disorders, which they know to be merely the acts of individuals, will still give rise to very injurious impressions against those sacred institutions which have been established by men illustrious for their virtues and learning; and it has accordingly resolved to suggest to you a regulation which shall forbid any person in a religious habit to sleep outside the cloisters, on any pretence whatever, or to be seen in the streets after seven o'clock in the evening, otherwise they shall be conducted back to their convents by the police."

notions, the Creator of the universe, surrounded by a dazzling glory, like the rays of the sun. This idol was held in such great veneration that no human eye except the priests' was suffered to behold it. Even the kings dared not look upon it, but entered the temple with their backs towards the altar, and came out again without daring to turn about.

Pizarro derived great riches from the Temple of Pachamcamac, to the amount of nine hundred thousand ducats, although four hundred Indians had taken away as much as they could carry, and the Spanish soldiers had pillaged it before he came. The ruins which still remain give a splendid idea of its original magnificence; and from their appearance I should infer that the temple had once been joined to the palace of an inca, and also to a kind of fortress, connected together so as to form one building full half a league in circumference.

February 6th.—After examining all the islands on this part of the coast, I announced to my faithful crew that we should now steer for home, by the way of Magellan's Strait and the Falkland Islands. This information lighted up a smile of cheerfulness on every countenance. This was on Monday, the 6th of February; the weather was pleasant, and the wind blew from south-south-east. We shaped our course to the south and west, and continued steering in that direction, with fine breezes from south-south-east, for twelve days, when we found ourselves in latitude $31^{\circ} 4' S.$, long. $87^{\circ} 8' W.$; when we took calms, and light variable winds, which lasted for two days: after which we took strong breezes from south-south-east to west, with occasional foul weather and squalls; and these attended us until we arrived at the western entrance of the Strait of Magellan, which was on Saturday, March the 4th, 1826.

March 5th.—On the following day, at 7, P. M., we came to anchor in a small bay, about five miles to the north-east of Cape Froward, in four fathoms of water, clay bottom, about a quarter of a mile off-shore. At this place we lay several days, filling our water-casks, taking on board a supply of wood, making a new foreyard and sending it aloft, and attending to other necessary matters.

In the mean time, I embraced this opportunity of making another excursion into the interior, for the purpose of exploring that part of the country, and satisfying myself further as to its natural productions. I was accompanied on this occasion by the same intelligent and worthy young men who attended me in my former excursion, as mentioned in the previous voyage, viz. Messrs. Charles and William Cox and John Simons. We proceeded in a north-west course, as nearly as the unequal face of the country would permit, and penetrated far into the interior, along the base of the Southern Andes.

I regret that I cannot give the particulars of this excursion in detail, as my minutes were unfortunately lost. Let it suffice, therefore, that we were absent four days, during which period we discovered several animal and vegetable productions which had escaped our observation on the former occasion. We examined several species of timber, the names and qualities of which were unknown to us, but which exhibited a colour, texture, and grain admirably adapted to elegant cabinet-work.

We also encountered great numbers of guanacoës, but they were very shy. Our attention, however, was principally engrossed by minerals, with which, I am convinced, these unexplored regions abound. I saw the most unequivocal indications of copper, lead, and iron, of which I brought home several specimens that were examined by some of our most scientific men, who pronounced them to be equal to any they had ever beheld.

When we were about forty miles inland, in a north-west direction, we came to a perpendicular cliff, about one hundred feet in height, from which a mass of earth and rock had been detached to the height of about seventy-five feet, leaving a stratum of oyster-shells, cemented into a solid body, and completely petrified. With considerable difficulty, and some small hazard, I procured a small portion of this petrified mass, which I brought away with me, being only half a shell, and weighing four pounds and two ounces. This cliff was at least four thousand feet above the level of the sea.

March 9th.—On our return to the *Tartar* we found her completely ready for sea, so diligently had the crew laboured during our absence, under the direction and superintendence of that worthy officer Mr. John Nichols, of Salem (Massachusetts), who now commands a ship in the East India trade, as he has done for several years past. I took this young man from before the mast, and made an officer of him, because his intelligence, fidelity, and uniform good conduct had convinced me that such a step would render him still more useful, and place him in a sphere more suitable to his talents. I was not deceived in my judgment, and he came home first officer of the *Tartar*. He then went to Salem to see his friends, and there he found a “friend indeed” in Nathaniel Silsby, Esq., of that place, who has been for many years a senator for the state of Massachusetts. This enlightened statesman and noble philanthropist immediately gave my friend Nichols the command of a ship, with the laudable view of aiding his elevation in the world, and extending his sphere of usefulness. I would attempt to express my feelings on this subject, as regards Mr. Silsby, and many other worthies like him, with whom it has been my good fortune to become acquainted in the voyage of life; but I fear that my unpractised pen would instinctively run into a strain of adulation that is always offensive to modest merit. I therefore shall “let expressive silence speak their praise.”

March 10th.—On Friday, the 10th of March, we got under way at one, P. M., and sailed to the north-east, with a fresh breeze from west-north-west, and clear weather. At nine, P. M., we anchored in front of the River St. Bartholomew, in three fathoms of water, two cables' length from the western shore. Here I again left the vessel in charge of my first officer, and with my former three companions made an excursion into the interior of Patagonia, as we all had a longing desire to have an interview with the natives before we left the strait, having heard and read so much of this gigantic race, as described by Magalhães, Byron, and others.

Like most of my contemporaries, I have treated these accounts in a style of light burlesque or grave skepticism: not that I ever doubted

that these navigators might have seen men of six and a half, or even seven feet in height; for many skeletons of Indians have been found in the western states of North America of a still greater length: but I wish to discountenance all exaggerated accounts of foreign parts, which have a tendency to deter investigation and commercial enterprise. Hawkins, for instance, gravely cautions navigators to beware of the natives on the coast of Magellan:—"They are cruel and treacherous," says he; "and of so lofty a stature that several voyagers have called them giants." Such gratuitous and unnecessary cautions have been the principal cause that this interesting region has never yet been explored.

From all I have seen, heard, and read on the subject, I have no doubt that the Patagonians were once (as some of them are now), the tallest race of men in the world. They were seen by Magalhanes and others a long time ago, and there seems to be a natural tendency in all animated nature to degenerate in size. Other countries have at a former period contained inhabitants of as gigantic a size as that imputed to the Patagonians three centuries ago; but their descendants are now degenerated by luxury, refinement, and intermarriages with others of a small stature. The Patagonians, separated from the rest of mankind, have not degenerated by luxury or refinement; but there is no doubt that they have from oppression. From whatever stock they may have descended, they were doubtless once existing under more favourable circumstances than at present. They have been driven from the southern banks of the La Plata, and the pampas of eternal verdure, where they once grazed their flocks and herds, to the extreme southern verge of the continent, where they preferred to starve in freedom and independence, rather than become slaves to their remorseless and unprincipled invaders. They are now but the scattered fragments of a colossal fabric—the ruins of a pastoral nation. Though their minds have scorned to bend, it is not surprising if their bodies have degenerated in stature.

One thing is certain, as I can assert it from my own observation and actual inspection,—there is just as strong testimony in favour of a former gigantic race in Patagonia as there is in favour of the former existence in our own country of a race of animals now known by the appellation of mammoth. We have the bones, and even entire skeletons of this huge creature in our museums; and I have seen in the interior of Patagonia the bones and entire skeletons of men who, when living, must have measured more than seven feet in height. The tombs or sepulchres in which I found them were covered with large heaps of stones, probably to prevent their being molested by wild beasts. The position of these was uniformly the same, with the head to the east; and I sincerely regret that after thus violating the sanctity of their final resting-place, I had not silenced skepticism by taking possession of one of these gigantic skeletons, and bringing it to the United States. Such an acquisition to a museum would be a very suitable accompaniment to the mammoth, and such a one shall be exhibited if I ever visit Patagonia again.

On the present occasion we proceeded into the country, on a west-

by-north course, for about twenty-five miles, travelling over an undulating soil, well covered with grass and small shrubbery, but almost entirely destitute of trees. At the distance just mentioned, we came to a thick and heavy-timbered forest, which we found it necessary to approach with extreme caution, as it was evidently tenanted by wild beasts, some of which we were aware, by certain unequivocal indications, were not of the most lamb-like propensities. The tracks of lions and tigers were easily distinguished; and we saw a great number of foxes, deer, hares, guanacoës, nutrias, horses, and a few black-cattle. Ostriches were numerous, and every tree afforded lodgment to various kinds of birds, of exquisite plumage, some of which were pouring forth strains of the sweetest sylvan melody.

Lead and copper ore we found in considerable quantities lying upon the surface of the earth, having been broken off from the projecting cliffs which overhung the beautiful valleys through which we passed. Petrified oyster-shells also presented themselves in the sides of several precipitous rocks, at a considerable distance above their base.

But the most interesting incident of our excursion was an interview with the natives, who treated us in the most friendly and hospitable manner, although it was with extreme difficulty that we could make them understand our meaning on any subject. As usual, they were all on horseback, men, women, and children, at the time we fell in with them, with large droves of guanacoës under their care; but they soon dismounted, and made preparations for a repast, of which they invited us to partake. One of their number, who appeared very expert in the double office of butcher and cook, killed a fine fat guanaco, and after dressing it in suitable manner, roasted it by a large fire which was kindled for the purpose. We all ate heartily of it, and pronounced it equal to the finest mutton we had ever tasted. The wool of these animals is equal to the best merino.

These men were tall, and well proportioned. Several whom we measured stood six feet two inches, and six feet three inches; one only was six feet four inches, and he was the tallest we saw. Their horsemanship is equal to that of the Chiloteze, the Mamelukes, or any equestrians I have ever seen. A company of them in a New-York circus would soon secure the manager a fortune. Both sexes ride alike, and their dress is nearly the same, such as I have already described in another place. On intimating our intention of departing, they politely furnished each of us a horse, and escorted us near to the vessel; they then suddenly left us, as if under apprehensions of meeting with a hostile tribe. They were all armed with spears, bows and arrows, and the lasso.

March 13th.—We arrived on board the *Tartar* on Monday, and at 9, P. M., we got under way, and steered for the eastern mouth of the strait, with a fresh breeze from west-south-west, and clear weather. On the following morning, at 7 o'clock, we passed Cape Virgin, and at 9, A. M., we took our departure therefrom, the cape bearing west-by-south, distant seven leagues.

March 15th.—On Wednesday we arrived at the Falkland Islands and at 8, P. M., anchored in Hallett's Harbour, in four fathoms o.

water, clay bottom. On the following day, after taking on board one hundred and eighty-four geese, which had been shot by the crew, we got under way at 9, P. M., and once more shaped our course for "the land of the free and the home of the brave."

With a fresh breeze from south-south-west, attended with light snow-squalls, we now shaped our course for the island of La Grande, said to have been seen by La Roche, in the year 1675. La Perouse, by order of the French government, afterward sought for this island without success, as did also Vancouver and Colnett, by command of the British government.

La Roche places this island in lat. $43^{\circ} 10'$ south, long. $31^{\circ} 15'$ west, and describes it as having a good harbour on its eastern side; as being very pleasant, abounding with wood and water, and having an abundance of fish around its shores. He tells us that it is moderately elevated, being about two thousand feet above the level of the sea, and about forty miles in circumference. Although La Roche lay at anchor in the harbour on the east end of the island for six days, he saw no inhabitants. Although doubtful of its existence, I felt sufficiently interested in the subject to spend a few days in search of this island.

March 21st.—On Tuesday we were in lat. $44^{\circ} 55'$ south, long. $35^{\circ} 43'$ west. We now made a due east course until our longitude was $30^{\circ} 11'$ west; when we stood to the north, to latitude $44^{\circ} 2'$ south; and then to the west, in the last parallel, until our longitude was $36^{\circ} 7'$ west. This was on Saturday, the 25th.

March 25th.—We now stood to the north, with a fine breeze from south-south-west, and fair weather, until we were in lat. $43^{\circ} 10'$ south, when we again stood to the east, keeping very nearly in the last-mentioned parallel, by the assistance of meridian altitudes of the planets, and double altitudes of the sun.

March 27th.—We continued making a due east course until Monday, when we were in lat. $43^{\circ} 7'$ south, long. $28^{\circ} 52'$ west. After running over all this ground, keeping two men at the mast-head all the time, with fine clear weather, and a steady breeze from south-south-east to south-south-west, without meeting with any indications of land, we came to the conclusion that La Roche's island of Grande was either a nonentity, or that it must have sunk since its discovery; for if it had still been in existence, and within fifty miles of the location assigned to it, we must have seen it. We therefore resolved to waste no more time in the fruitless search; but bore up and steered to the north, with a strong breeze from south-west, and pleasant weather.

April 2d.—On Sunday we took the south-east trade-winds, in lat. $27^{\circ} 30'$ south, long. $28^{\circ} 40'$ west, and pursued our course to the north.

April 12th.—On Wednesday, at 2, A. M., we crossed the equator in longitude $29^{\circ} 0'$ west, and at 8, A. M., we passed within about one-fourth of a mile of Penedo de San Pedro, or St. Paul's Rocks; which are in lat. $0^{\circ} 55' 30''$ north, long. $29^{\circ} 16'$ west. These islands, as they are sometimes called, are nothing more than a cluster of craggy rocks, about a quarter of a mile from north to south, and nearly the same from east to west. They are five in number, but only two of them are of much magnitude. They are entirely destitute of vegeta-

tion, and present an aspect of the most dreary description, the sea roaring and surging against them on every side. The two largest are nearly connected with each other, thus forming a kind of harbour, or place of shelter, for a boat, on the north-west side, where it is sometimes practicable to land, if a few boobies and their eggs be considered a sufficient inducement; and these can only be found in the month of November.

Two small rocks lie off to the south-south-west of the large ones, and another small one lies off to the north-east, all above water. The large rocks are about one hundred feet above the level of the sea, and may be seen at the distance of ten or twelve miles, when they will appear, from nearly all points of the compass, like three sails. There are no dangers around them, more than one cable's length distance, that do not show themselves above water; and fish may be caught here in abundance; the fishermen may be caught likewise, if they are not on the look-out for the enormous sharks, which are very numerous among these rocks.

The course of the current here is north-west-by-west, from one to one and a half miles an hour, which is very apt to throw the navigator out of his reckoning, unless he be very particular in his astronomical observations.

April 13th.—We now continued our course towards the United States; and on Thursday lost the south-east trades in lat. $4^{\circ} 15'$ north. For the two following days we had light variable winds, attended with heavy falls of rain.

April 16th.—On Sunday we took the north-east trade-winds, in lat. $7^{\circ} 45'$ north, long. $33^{\circ} 27'$ west, which blew strong from north-north-east to north-east-by-east, attended with pleasant weather, which continued for the remainder of the month.

April 30th.—On Sunday the north-east trade-winds left us in lat. $29^{\circ} 30'$ north, long. $64^{\circ} 20'$ west, and on the following day we took the wind from south-south-west, with fair weather, which lasted about twenty-four hours; after which we had light variable winds and occasional foul weather for the remainder of the voyage.

May 8th.—On Monday we arrived at the port of New-York, with a cargo of rising six thousand fur-seal skins; and I had the satisfaction of finding *all* my friends and relations in good health. Thus ends this journal of a voyage of twenty-one months and eighteen days; during which I had suffered more bodily fatigue, and encountered more formidable dangers, than I had experienced in either of my former voyages.

Though many warm hearts bounded with joy to greet my safe return, the reception I met with from my owners was, to my utter astonishment, cold and repulsive. I had congratulated myself on having made such a voyage as would give satisfaction to all parties; but to my extreme mortification, soon discovered that my pleasing anticipations were not to be realized. The Tartar did not return laden with silver and gold, and therefore all my toils and dangers, privations and hardships, were counted as nothing. Is the pleasure of a safe return to the bosom of my home always to be thus imbittered by some appalling dis-

appointment ! Let me rather forget all my misfortunes in the deep caverns of the Antarctic Ocean.

I could pursue this subject much further, but would not willingly obtrude my private griefs upon the patient reader, whom I now invite to accompany me on my third voyage, which did not take place until June, 1828, when I visited the coast of Africa. In the mean time, however, I made several trips to Europe.

THIRD VOYAGE.

TO THE

SOUTH AND WEST COAST OF AFRICA.

CHAPTER I.

The Schooner *Antarctic*, built expressly for this Voyage—Sails from New-York—Reflections on leaving Land—A vertical Sun—Arrive at the Cape Verd Islands—General Description of the Group—Island of St. Antonio, with its natural Productions—St. Lucia—St. Vincent—St. Nicholas—Natural Productions—Indolence and Slavery—A Peep at the Interior—Condition of the Slaves—The Influence of Music—Abundance of Fish—Island of Sal—Dreary Aspect of the Country—Arrive at the Island of Bonavista.

FROM the high destiny which awaited the justly famed schooner *Antarctic*, in being the first visitant to a thickly peopled country, never before seen or heard of by civilized man, it may be inferred that her keel was laid under the auspices of some benign planet, whose influences are favourable to the progress of geographical science. Whatever may be the reward or the fate of him who guided this gallant little vessel through the perilous and pathless regions of unexplored seas to a new world of countless riches, nothing shall deprive the beautiful *Antarctic* of her due share of honour and fame. Her fine-modelled hull and keel of genuine American oak were the first that ever disturbed the crystal waters and silver sands of this new-discovered archipelago; and her name shall be remembered with respect and gratitude by every future mariner who gathers up a cargo of the treasures which lie scattered, in boundless profusion, around the shores of these highly favoured islands: treasures which are now unvalued by the natives, and unknown to the rest of mankind.

But under whatever auspices her keel might have been laid, the schooner *Antarctic* was built under my own directions and superintendence, by Christian Bergh, Esq., of this city; a first-rate ship-builder, a highly respected citizen, and a most worthy man. She was as fine a vessel of her class as ever floated on salt water, being only one hundred and seventy-two tons burthen; of an admirable model, and most completely rigged. The *Antarctic* was owned by Messrs. Christian Bergh & Co., Charles L. Livingston, and Captain William Skiddy; and first rested on the bosom of her appropriate element on Saturday, the 31st day of May, 1828.

They called her the Antarctic in compliment to myself, I being the only American shipmaster who had ever passed within that circle ; and also with reference to the future probability of her penetrating still farther towards the south pole. In fact, she was purposely adapted, in size, model, strength, speed, and equipment, for hazardous adventure and voyages of discovery. In twenty-two days from the time she was launched, the Antarctic was completely finished and ready for sea, being most liberally and bountifully supplied with every thing necessary for a voyage to the southern and western coast of Africa, to procure a cargo of the delicate furs, and such other articles of luxury as those unexplored regions can furnish in unlimited profusion. I assumed the command of the Antarctic on the 24th of June, 1828.

June 25th.—On Wednesday, the 25th of June, I went on board, at one, P. M., where I found the pilot lying off and on. We immediately proceeded down the bay, with a light breeze from south-south-west, and fair weather. At six, P. M., we discharged the pilot, and at eight we took our departure from Sandy Hook light, bearing north-west, distant five leagues, wind as before. I thus commenced another voyage to distant regions, with a fine new substantial vessel, and a strong healthy crew of twenty-three active men, in whose faces the love of enterprise and the hope of bettering their circumstances had kindled the most animating smiles of cheerfulness. We were embarked on what was then expected to be a two-years' voyage on the coast of Africa, in the South Seas, and in the South Pacific Ocean.

But however animated and cheerful men may appear on such occasions, could we look into the secret recesses of their bosoms, we should there find some acute feelings of the most touching character. As their native land recedes from view, and becomes finally lost in the distant horizon, a feeling of desolation steals over the heart, which even the most active duties will not immediately dissipate. Country, family, friends, are all far behind ; while the thick veil which conceals the future is impervious to every thing but the rays of hope. In all human probability there are some individuals in every outward-bound ship's company who have gazed upon their native land for the last time ; and the heart of each instinctively asks, " Lord, is it I ? " But were we even permitted to look so far into the future as to obtain satisfactory assurance of our own safe return, another question would immediately follow of an interest equally intense : What ties of affection will be severed by death during our absence ?

" For sailors, though they have their jokes,
Still feel and think like other folks."

Many of my present crew were fine, active, noble-spirited young men, of respectable families and connexions in the city of New-York. They duly felt and appreciated the tender ties of affection and kindred. They had parents, brothers, sisters, and some of them attachments of a still more interesting character ; and when I caught their eager countenances turned to the fast-receding heights of Neversink, I respected the sentiment too much to throw any unnecessary check across its

current. I felt that there was a chord in my own bosom that vibrated in unison with theirs.

Among my new recruits was a very interesting young man, named William Ogden, whose age was a few months short of one-and-twenty. He shipped only the day before we sailed, and under circumstances, as I afterward learned, somewhat peculiar. He was a son of the late Benjamin Ogden, surgeon-dentist, and brother of the present Doctor Benjamin Ogden of the city of New-York. His amiable qualities soon gained and secured him the good-will of every man on board; and I became imperceptibly so strongly attached to him that he seemed to me like a brother. But as I shall frequently have occasion to speak of him in the course of this voyage, I shall now leave him for the present, and attend to the tracing of our course from Sandy Hook lighthouse to the Cape Verd Islands.

We stretched far to the east, along the parallels of 37° and 36° north latitude, with variable winds and changeable weather, for more than a week, without the occurrence of any thing worthy of record. Our object was to make the Cape Verd Islands by the most direct course the winds and weather would admit of, as we were there to procure salt and other necessaries for the voyage.

July 4th.—On Friday, the 4th of July, we were in latitude $36^{\circ} 0'$ north, long. $47^{\circ} 30'$ west. This being the anniversary of our national independence, we celebrated it in the usual nautical style, by displaying our stars and stripes, firing a federal salute, and making a few temperate libations to the goddess of Liberty. On the following day I completed the thirty-third year of my age.

July 16th.—On Wednesday, the 16th, we took the north-east trade-winds in latitude $28^{\circ} 30' N.$, long. $31^{\circ} 0' W.$, which continued from north-east to east, attended with fair weather, for several days. We crossed the tropic of Cancer on the 18th, in long. $29^{\circ} 0' W.$

July 20th.—On Sunday, the 20th, being in latitude $20^{\circ} N.$, the sun was vertical at twelve, M., the declination and our latitude differing but two miles. At this time, in taking an observation, the sun nearly swept the horizon at all points of the compass, and no perpendicular object produced a shadow. The thermometer at this time stood at 89° , and the temperature of the water was 80° .

It has been justly observed that "a vertical sun is as much a miracle to an extra-tropical inhabitant, as snow and ice to an inter-tropical one." It is certainly a wonderful sight, and yet it has become so familiar to mariners that they seldom notice it at all, and scarcely ever in their journals. To be surrounded by solar beams, descending perpendicularly upon your head—to be enveloped in a shroud of sunshine, clothed in a mantle of light, without a shadow or a visible sun until you change your position—is a phenomenon of much sublimity to a philosophic observer.

"Your form no darkling shadow throws
Upon the vessel's deck."

July 22d.—On Tuesday, the 22d, at one, P. M., we passed close along the north side of the island of St. Antonio, the most

northern and western of the Cape Verd Islands. The centre of this island is in latitude $17^{\circ} 4' N.$, long. $25^{\circ} 23' W.$; and in clear weather it may be seen from a ship's deck at the distance of twenty-five leagues. This is not often the case, however, as hazy and cloudy weather generally prevails among these islands.

Although the general appellation of "Cape Verd Islands" is familiar to readers of all classes, I find that there are great numbers of people who are totally ignorant of their history, and even of their location. For the information of such, I shall drop a few words before I proceed any further with my journal.

The broadest part of that vast section of the globe called Africa extends from Cape Guardafui, on the east, to Cape Verd on the west, a distance of nearly *four thousand six hundred miles*! Cape Verd points due west into the Atlantic Ocean, in latitude $14^{\circ} 44' N.$, about one hundred and forty-five miles north-west of the mouth of the river Gambia, and is of course the most westerly land of Africa. Cape Verd projects from that part of Africa called Senegambia, renowned for its inexhaustible fertility of soil, as well as for the ferocious perversity of the natives. Whether this cape has derived its name from its natural verdure, or, as some pretend, from a green marine vegetable that abounds in those waters, I cannot presume to determine; at all events, it has given its name to a group of islands lying about one hundred leagues westward of the coast, in the Atlantic Ocean, between the fourteenth and eighteenth degrees of north latitude.

These islands were first discovered by the Portuguese, in the year 1446. They are said to have been known to the ancients under the name of Gorgades; but not visited by the moderns till they were discovered, in the year just mentioned, by Anthony Noel, a Genoese in the service of Portugal, and received their general name from their situation opposite Cape Verd. They are ten in number, besides islets and rocks, lying nearly in a semicircle. Their names are St. Antonio, St. Vincent, St. Lucia, Branco, Raza, St. Nicholas, Sal, Bonavista, Mayo, St. Jago, Fuego, and Brava. Of all these, St. Jago is the principal.

These islands are generally mountainous; some of them are barren and uninhabited; others are very productive. Notwithstanding the droughts to which they are subject, their natural produce in cotton, indigo, fruits, salt, goat-skins, and turtle oil, might give them a considerable value under a more intelligent government. Their actual population is estimated at forty-two thousand souls. The air is hot and insalubrious, rain being very rare; but a north-east breeze commonly rises before four o'clock, P. M.

The marine vegetable before alluded to, from which some say these islands derive their name, is called by the Portuguese *mar de sargasso*, or sea-lentils; it resembles watercresses in appearance, and produces a berry somewhat like the gooseberry. In some places it is so abundant as to impede the progress of vessels in their course. To the north of these islands, according to the best authorities, "the waters of the ocean disappear under a thick bed of seaweed, which, like a floating meadow, extends as far as the twenty-fifth parallel, and occupies a space of sixty

thousand square leagues ; from which ships disengage themselves with difficulty. Other masses of seaweed are also seen in parts of the sea more to the north-west, between the tropic of Cancer and the Azores." Columbus, in his first voyage, passed through this marine meadow, to the no small alarm of his timid companions.

As these islands lie several hundred miles west from the continent, they are not subject to such intense heat as is experienced on the coast of Senegambia in the same latitude, which is caused by the east trade-winds arriving on this coast after having swept over the burning surface of Africa in all its breadth, of more than four thousand miles. In thus passing over the sultry continent, the air acquires a great capacity for imbibing moisture ; and consequently in continuing its progress westward over the ocean to the Verd Islands, it becomes, in the dry season, saturated to the highest point, so that the least diminution of temperature causes it to deposite abundant vapour. Not only the highest peak of St. Antonio, which has an elevation of more than seven thousand feet, but also the whole central ridge of hills on all the islands, down to two thousand feet, are generally enveloped in clouds, from ten o'clock in the morning until late in the evening. This humidity clothes the hills with thick pasture grass, giving to the country a feature entirely unlooked for in so low a latitude.

St. Antonio, being the most northern and western of the Cape Verd Islands, is often adopted as the point from which ships take their departure when bound to different parts of the East Indies. Indeed, before the late improvements in nautical science, the perfection of chronometers, and the use of lunar observations, it was highly necessary to make this or some other island of the group, in order to correct the ship's reckoning. At present, however, the making of land for this purpose is not considered essential, where the master has good instruments on board, and understands the use of them. Still St. Antonio may be passed in sight, the island being to the eastward of the ship, without any apprehensions of delay from calms or light winds, if the vessel does not come within twenty miles of the land.

Ships bound from Europe to the Cape of Good Hope, or by that route to the East Indies, generally take their departure from one of the Cape Verd Islands, and then steer south-west, stretching over towards the coast of Brazil so as to cross the equator between the meridians of 28° and 30° west longitude. This apparently round-about course is adopted to avoid the tedious calms and adverse currents which continually prevail on the coast of Guinea. For south of the Cape de Verd Islands, "even along the meridians of these very islands, that part of the ocean must be traversed, so fatal to navigators, where long calms detain the ships under a sky charged with electric clouds, pouring down by turns torrents of rain and fire. This *sea of thunder*, being a focus of mortal diseases, is avoided as much as possible both in approaching the coast of Africa and in seeking those of America."* Though this western course involves the greatest distance, it always

* Malte Brun.

proves to be the shortest in the end, as they who adopt it never lack westerly winds to waft them to the Cape of Good Hope.

The island of St. Antonio is about twenty-two miles in length and twelve wide, stretching from north-east to south-west, and abounding with high mountains, whose tops are constantly covered with snow, and are generally hid in the clouds : some say they are equal in elevation to the Peak of Teneriffe. In approaching this island there are no dangers to be avoided ; the water is bold all around it, and it may be circumnavigated with perfect safety a cable's length from the shore.

There are several good anchoring places on the south and west sides of this island, where wood and water may be had with despatch. The town and custom-house, however, are on its northern extremity just within a narrow point of land that extends off to the north-west, and affords smooth landing for boats all the year round. Here may be procured, in great abundance, black-cattle, sheep, goats, hogs, and poultry, by giving one day's notice, together with vegetables and fruits of the finest growth and flavour, in any quantity, and at very moderate prices.

The population of this island is estimated at about five hundred persons, chiefly negroes, under the protection of the Portuguese. The soil is good, well watered, and produces the indigo-plant, the dragon-tree, orange and lemon-trees ; palms, melons, bacovas, pomegranates, and the sugar-cane. The potato and the melon are particularly excellent, and much sought after by mariners. Topazes are found in abundance in one of the mountains, and Frizier assures us that there are mines of gold and silver in the island. From the mountains descend streams of excellent water, which render the land very fruitful.

Sixteen miles south-east of the island just described is that of St. Vincent's, separated from it by a clear and navigable channel. It is about thirteen miles in length from east to west, and eight in breadth, being about thirty in circumference. The land is generally elevated, except towards the north-west, where it is low and sandy. On this side of the island, looking towards St. Antonio, is a fine capacious bay, or road, called Porto Grande, with a rock in its centre rising from the water like a tower. This bay, which is about five miles broad at its mouth, stretches far inland, where it is surrounded by high mountains on every side, sheltering it from all winds, and rendering it one of the safest harbours in all the Cape Verd Islands. But it is not the most easy of access, in consequence of the impetuous winds which frequently blow off the mountains along the coast, so as to endanger ships before they can secure a berth within this peaceful haven. There are several other bays on the south, south-west, and west sides of the island, where good anchorage may be obtained ; and these are generally selected by the Portuguese for landing their hides. Good fresh water may be procured on this island by digging a little depth into the soil of the valley, but the hills are totally destitute of it. Its bays abound with excellent fish, and refreshments of various kinds may be procured with but little difficulty. Here also vessels may be supplied with fuel of a good quality.

Ten miles east-by-south of St. Vincent's is the island of St. Lucia,

not more than eight miles in length from north-west to south-east, and about three in width. On the east side is a harbour, defended by two small islands, which affords good shelter and anchorage, and on the south-west side are the ruins of a village and a well of fresh water. The land is considerably elevated, and quite barren. There are some rocky islets lying off its north-west end, but no dangers that extend more than one mile from the shore.

Seventeen miles east-by-south from St. Lucia is the island of St. Nicholas, which is the most pleasant of the whole group. It is of irregular shape, with several concave sides and promontories projecting to almost every point of the compass. Its extreme length from east to west is about twenty-seven miles, and its mean breadth for two-thirds of that distance, counting from its eastern point, does not exceed five miles; but here its southern side suddenly projects to the south, making the distance from its extreme north to its extreme south point not less than fifteen miles.

This island, with its three neighbours just described, together with two islets called Branco and Raza, constitute a cluster by themselves in the north-west, while the others in the east, south-east, and south, form the segment of a circle, of which St. Nicholas is the centre. Branco and Raza are small barren islets, destitute of water and inhabitants. They are situated between St. Lucia and St. Nicholas, and there is no danger in sailing around or between them, half a mile from the shore.

The island of St. Nicholas, from its peculiar shape, affords good and safe anchorage in several places. On the south-west concave side of its western projection is Tarrafal Bay, and on the south-east concave side of the same is St. George's Bay. On the southern side of its eastern extension is Fresh-water Bay. There is also another bay on its north-western extremity called North-west Bay. The best and safest anchorage, however, is on the south-west and south-east sides of the island, in from ten to five fathoms of water, sand and coral bottom. Here refreshments may be had in abundance, and generally at a moderate price, but not on as favourable terms as they can be obtained at St. Antonio. It is difficult to procure water near the shore, but if a ship is in distress, it can be brought to the beach by the inhabitants on jackasses.

We touched at the south-east side of this island, where I landed, and after communicating with the proper authorities, I visited the interior, and made some cursory observations on the physical and moral condition of the country; the result of which was, that this island, were it in the possession of more industrious people, better governed, and properly cultivated by cheerful, active, and healthy *freemen*, instead of wretched, desponding, oppressed *slaves*, would become highly productive of such staple articles as are adapted to its soil and climate, and a lucrative commerce would soon be the consequence. But as it is at present, and as it is long likely to be, the objects of industry are limited by the absolute wants of the islanders, producing just sufficient for their own consumption, and no more.

The poor slaves are pining for freedom, and seize every opportunity

of escaping on board the shipping which are continually stopping at the island. To guard against this loss of *property*, the strictest precautions are adopted by the planters, who do not allow the inhabitants the use of boats of any description, which arrangement gives to the island the appearance of a deserted spot in the ocean.

As there is scarcely any thing exported from this island excepting goat-skins and archilla-weed, its sources of revenue are, of course, extremely limited. What little money does enter is received either from ship-masters for refreshments, or from Portugal in payment for the archilla-weed, or to defray the current expenses of the establishment. The latter item, however, cannot amount to a very considerable sum, if all are paid in proportion to the governor's salary, which he assured me was only four hundred dollars a year.

In this island nature has not been niggardly of her favours. With proper cultivation its soil will produce, in great abundance, cotton, indigo, sugar, coffee, tamarinds, cocoanuts, bananas, plantains, cassavi, maize, pine-apples, figs, lemons, oranges, papaw, custard-apples, guava, grapes, dates, &c. The sugar-cane is equal to that of the West Indies, and I have tasted and examined the sugar which they manufacture for their own use, and found it excellent. The indigo plant thrives perfectly well, and makes die of the first-rate quality, with which they die their cotton, and weave it into shawls for the women. I have drunk their coffee, sweetened with their own sugar, and found it to be equal to that of St. Domingo. They barely raise enough for home consumption; but with common skill and industry, the now uncultivated valleys might be covered with cotton shrubs and coffee-trees.

I saw many large tamarind-trees growing out of the fissures and crevices of almost naked rocks; and frequently beheld the cocoanut, banana, plantain, and papaw-tree, growing on the edge of springs and in almost barren ground, where there was not three inches of soil. Nourished principally by water, they only want a foothold to support them, and they are certain to flourish. Most of these springs that I passed were surrounded by females, nearly as naked as was the fair Musidora when seen by her Damon, as "to the flood she rush'd."

There is little or nothing like cultivation seen anywhere, excepting in the glens or ravines which are watered by rills from the mountains. In the upper and wider parts of the valleys I met with plantations of Indian corn, cassavi, sugar-cane, and pine-apples. Cotton and indigo were also planted in some spots, but being neglected, a few plants only were to be seen, which run wild. On the sides of brooks and springs grow luxuriantly the fig, lemon, orange, papaw, custard-apple, guava, prickly-pear, and a few grape vines, besides the date, which grows in abundance in the sandy places. Here cocoanut-trees bear ripe fruit at the elevation of three hundred feet above the surface of the sea. On some spots of the elevated grassy hills, roots and vegetables are cultivated with great success. I was also informed that wheat succeeded very well when sown in the dry plains in the rainy season, as does rice in the lowest and wettest grounds. But as these islands are supplied with corn from America in return for salt and mules, the indolent inhabitants pay but little attention to its cultivation.

During my interior excursion I strolled into the very heart of the country, where I saw the wretched negroes watching the plantations of their unfeeling oppressors, and tending a few cows and sheep. They received me with a civility bordering on servility, and in return I bought some fruit and vegetables of them, with part of their poultry and all the eggs they had to dispose of. Their huts are of very simple construction, and still more simply furnished. The females of the household have a recess for their use, enclosed with the branches of the date-tree. Their bedsteads are constructed by driving four upright stakes into the clay floor, to which are attached transverse sticks for the bottom, the whole covered with a mat or blanket. A large wooden box also serves the double purpose of a table and couch. The rest of the furniture consists of a wooden mortar to pound their Indian corn, a clay pot to boil it in, some gourds for holding milk and water, and a few wooden spoons. This is a complete inventory of their domestic utensils.

Every domicil, however, can boast of at least two musical instruments, a fact that would be quoted as a strong symptom of luxury in the family of a New-England farmer. Music, it seems, can alleviate even the pangs caused by the galling fetters of slavery. The discordant clanking of their chains can be occasionally lost in the animating roll of the "doubling drum," accompanied by the lively tones of the guitar. Each of these instruments is found in the hut of every slave. The former is made of a hollow log, covered with a kind of parchment of their own make; and the latter is a rude sort of lyre with only three strings. But rude as these instruments are, they possess the magical power of charming the sable hearer into a total forgetfulness of his degradation and his sorrows. In dancing to their animating sounds he forgets that he is a slave, and is happier far than the heartless oppressor who lives in idleness by the sweat of the negro's face. It is thus that "Heaven tempers the wind to the shorn lamb," and pours consolation into the bitterest cup of human misery.

From the little opportunity I had of making observations and inquiries, I should infer that the island of St. Nicholas is not over-abundantly supplied with birds, either as to species or numbers. We saw several large birds of prey, one of which was a fishing eagle common to all these islands; another was ash-coloured, of a large size, seen only on shore; and a third, which I shot on shore, nearly resembled the sparrow-hawk. The small birds, of which I shot specimens, were the following: a fine kingfisher, a common quail, a sparrow nearly resembling the American, a bird similar to the English lark, and a small singing-bird of unknown species. I also saw guinea-fowl, but they were too wild to be shot.

The waters in the bays on every side of this island abound with fish, which may be caught with seines in almost "miraculous draughts." I saw nine species of fish that are common at this island, viz. black-fish, gray mullet, skipjacks, bonatoes, porgy, the young white shark, a kind of rock cod, and a fish that is not common in this country, of a large size, between the drum-fish and the streaked bass. Although the inhabitants are the most rigid Catholics, they seem to make fish a very

small portion of their general food. We caught an immense number ; and, according to custom, received a broad hint to send the governor a mess, which we did, with many apologies for our ignorance of the etiquette proper on such occasions.

July 23d.—We left St. Nicholas on Wednesday evening, the 23d of July, at seven, P. M., with a fine breeze from north-by-east, and on the following morning, at four o'clock, were close in with the island of Sal, and anchored in Mordeira Bay, in six fathoms water, sandy bottom. This in my opinion is the best harbour among the whole group of the Cape Verd Islands. The anchorage is in lat. $16^{\circ} 42'$ north, long. $22^{\circ} 54'$ west.

The island of Sal, which lies about twenty leagues eastward of St. Nicholas, derives its name from its great number of salt-ponds, and the vast quantity of salt that is manufactured from their waters, which are continually replenished from the rising of the sea. This water, when properly exposed to the sun, crystallizes into a beautiful salt, which is the staple commodity of the island. If the manufacture were properly attended to, this single island would be sufficient to supply all the United States for a century to come.

This island is a little more than forty miles in circumference, and lies about three hundred miles from the coast of Africa. It is of an oblong shape, extending north and south, something less than twenty miles in length, and perhaps eight or ten in breadth. It forms the north-east point of the semicircular range before mentioned, and belongs to the governor of Bonavista, a wealthy Portuguese, named Don Martinez, who has been at vast expense in cutting a road through the mountain, from the salt-pans on the east side of the island, to the bay or harbour of Mordeira on the west side, where ships may lie in perfect safety, and take on board their cargoes of salt, which is of the best quality produced among these islands.

The island is high and bold ; rising in two peaks, which in clear weather may be seen from a ship's deck at the distance of fifteen leagues. The easternmost peak is the highest, and the land between them being low, they appear like two separate islands when seen at a distance from the north or south. On approaching it nearer we find that the irregularity of its shores produces many promontories, points, bays, &c., among which are the following : North Point, which expresses its appropriate location ; Martinez Point, a few miles south-east of the former ; fifteen miles farther south is East Point ; the south-eastern extremity of the island is called Wreck Point, near which the *Erne* was wrecked in 1819 ; a few miles farther west is South Point ; farther north, on the western side, is Turtle Point ; then comes Mordeira Bay, where we lay at anchor ; north of this is a promontory called the Lion's Head, off which lies Bird Island ; still farther north is Palmira Point and Bay ; on the north-west is Manuel Point ; and Horn Point projects about half-way between the latter and North Point, "the place of beginning."

July 24th.—At 6 o'clock in the morning, I started on an excursion over the mountain, in search of the agent to whom all applications must be made for purchasing salt. As respects business, however, my

journey was fruitless, as the man had gone to Bonavista, an island farther south. But I did not regret the ride, as it afforded me an opportunity of becoming better acquainted with the interior of this barren country, and the following is the result of my observations:—

Towards the seashore the island presents the most forbidding aspect, every feature bearing the impress of hopeless sterility. Here some mighty convulsion of nature has piled matter upon matter, in what may be termed a “regular confusion.” The two prominent forms are generally those of platforms, or table-lands, which are perpendicular as a wall on one side, and level with the neighbouring land on the other; with series of perfectly conical hillocks, diminishing in size by regular gradations. Over the interior of the island are scattered vast irregular masses, forming shapeless mountains, and long serrated or indented outlines. The whole of the elevated grounds which I passed over are covered with loose blocks of stone, basalt, lava, and other volcanic productions; and the beds of the numerous torrents, which were now entirely dry, exhibited a covering of black basaltic sand. I have therefore no doubt that this island, like all the rest on the western coast of Africa, is of a submarine volcanic origin, and mostly of the basaltic formation. The only animals I saw were a few goats, asses, and ponies.

The only vegetation which this island produces consists of about a dozen kinds of shrubs, and a few melancholy date-trees, useful only for their long branches, as their fruit never comes to perfection. The mimosa, or sensitive-plant is also found here, scattered thinly about in certain places, apparently “out of its element.” The few vegetables that I met with were completely burnt up for the want of moisture; as, with the exception of a spring in the centre of the island, not a drop of fresh water cheered my eye or cooled my lips, during this steril and fruitless excursion. I was glad to return to the Antarctic, and get under way for Bonavista, which we did at 1, P. M., with a fine breeze from north-east, and fair weather.

At half-past 4, P. M., we came to anchor in English Road, or Bonavista harbour, in three fathoms of water, mud and clay bottom. This anchorage is in latitude $16^{\circ} 10'$ north, long. $22^{\circ} 53'$ west.

CHAPTER II.

Island of Bonavista—Town and Harbour—Interview with the Governor—The Art of Begging illustrated—View of the Island—Natural Productions—Sailing Directions—The Leton Rocks—Island of Mayo—St. Jago, or Santiago—Port Praya—Breakfast with the Captain-general—A walk with the Ladies—A Peep at the Country—View the Fortifications—Military Establishment—A Dinner-party—Bay and Anchorage—Volcano of Fogo, or Fuego—Island of Brava—Imaginary Dangers.

IN approaching the island of Bonavista, or Buena-vista, it presents a *beautiful appearance* to the eye of the tasteful and scientific *voyageur*; and to this circumstance it owes its imposing appellation. It lies about nine leagues south of Sal, and a little more than seventy west from the coast of Africa. Its form is an irregular pentangular figure, with a diameter of about twenty miles. The surface of this island is low towards the sea, but the interior is considerably elevated and hilly, particularly towards its north-east extremity, where there is a lofty eminence, which, from its conical and truncated shape, appears to have once been a volcano. Towards the south-west there is another hill still more elevated, to the westward of which the land is quite high. The island is known at a distance by several white banks on its north side, where the shore is bold, and where a rapid river discharges itself into the sea.

The harbour in which we anchored is on the west side of the island, and is formed by a small island which shelters the northern extremity of the English Road or bay. The anchorage is between this small island and the mainland of Bonavista, a little south of the town or village. In going in to the anchorage we doubled close round the south point of Small Island, within about two cables' length from the shore, leaving a single rock to the south of the vessel, at the distance of about two hundred fathoms. There is only eight feet of water on this rock at low tide, and the sea breaks on it in rough weather. There is a flag-staff on Small Island, which we brought to bear north-north-west, and were then within the sunken rock before mentioned. Here we had the choice of anchorage in from seven to four fathoms of water; but as it is best to be as near the east side of the island and the town as possible, we anchored in three fathoms, as before stated. Vessels should never attempt to pass on the north side of Small Island, as there is a sand-spit runs from it to the main island, in a due east direction.

The town, which has a sandy foundation, consists of two rows of hovels, constructed of stone and mud. These are thatched with branches of the date-tree and a long coarse grass, and are chiefly inhabited by negroes, who have little about them that indicates comfort or economy. This description, however, does not include eight or ten

houses, of a better sort, belonging to the governor and his subordinate officers. Those are plastered and whitewashed, and present a decent cheerful appearance. There is also an edifice of a barn-like appearance, without spire or ornament, which they call a church. The only indications of domestic trade are two or three mean-looking shops, containing an "unassorted assortment" of miscellaneous articles, among which I observed various kinds of American cotton goods, and English earthenware, together with hats, shoes, &c. of Portuguese fabric.

It was 5, P. M., when I went on shore, and a negro sentinel conducted me to the governor's residence. I found his excellency at dinner with a family circle, consisting of his wife, two daughters, several fat monks, and two or three officers. The honour of my visit was totally unexpected, as appeared by the ladies (brunettes of the half-caste) being in their *dishabilles*, and making a precipitate retreat from my presence. Whether each fair one's "tunic" was of "the finest lawn," I had no opportunity of ascertaining; but I did ascertain that their lovely limbs were unrestrained by any thing but *chemise* and petticoat; those are temptations, however, which seamen must learn to encounter with cool indifference, or they would be in hot water too often. I made some commonplace apology for my abrupt intrusion, as the ladies retreated in evident confusion; but they soon returned, richly attired, and performed the rites of hospitality with an ease, grace, and dignity of deportment that quite charmed me.

His excellency, who is no other than the wealthy Portuguese alluded to in the last chapter, Don Martinez, proprietor of the island of Sal and a considerable part of Bonavista, speaks very good English, and was very solicitous to render my situation agreeable. On learning my business, he requested that I would allow him the pleasure of procuring the salt for me, at the same time taking no little pains to convince me that he was influenced by no interested motives in thus tendering his services. To these asseverations I of course made the requisite responses, and ordered one thousand bushels of salt. This order the governor handed over to the captain of the port, who wears the naval uniform of Portugal, and is one of the most insinuating and persevering beggars I ever met with. As a specimen of the manner in which he pursues his vocation take the following; for I understand he never varies in the process:

Knowing the weak side of Jonathan, he commences his attack by a full volley of encomiums on the American nation, and especially on the liberality of her citizens, and most particularly on the gentlemanly deportment and noble generosity of her ship-masters. Before the besieged can have time to recover from the shock of this sudden and unexpected assault, the archery of black laughing eyes are brought to the charge, and pour a shower of poisoned darts into the very heart of the fortress. In plain English, his wife desired him to ask the generous captain if he could *sell* her daughters some butter, as they were extremely fond of American butter, and preferred it to that of every other nation. To be sure, he had rebuked his better half for making such a proposition, as American officers would be highly offended at the bare

idea of *selling* any thing to a *lady*, they being in the habit of making them presents or compliments.

If the citadel does not yet surrender, preparations are made to carry it by storm, and for this purpose a reinforcement of infantry assail it with small-arms on several sides at once. His daughter Louisa is very partial to American cider; Isabella prefers porter; while Maria, the youngest, a bewitching little gipsy of sixteen, would give any thing in the world for some American cheese and fruit; but their mother thought that no other part of the world produced such excellent flour as the United States. If the garrison still hold out, such flattering terms of accommodation are proposed as generally throw them off their guard; like the following:

“Will you have the goodness to walk up to the house with me, captain, and see my daughters? they perform divinely on the guitar, and will be proud to amuse you this evening by playing and singing.”

This *ruse de guerre* generally succeeds. The confiding garrison are drawn into an ambush, and compelled to surrender at discretion. Alas! that beauty should bait the hooks of avarice and cupidity. The holiest sentiment of our nature is thus made a vassal to the meanest.

In this place it may be proper to remark, that all the gentlemen here have obtained a sufficient knowledge of the English language to hold a sprightly conversation; and, indeed, there is scarcely a person of any respectability in the whole town who does not speak enough of this language for the purposes of bartering and begging.

After taking my leave of the governor and his family, I took a stroll through the town or village, which is built on a sandy plain at the east side of the bay. I soon learned that no refreshments could be had at this place, nor does the island ever furnish any except they are first brought from the other islands in small drogers, for which they charge a high price. It is likewise difficult to obtain fresh water here, excepting in small quantities, and that of a brackish flavour. No fuel suitable for nautical use can be had here at any price. Goats' flesh, milk, turtle, and fish are the principal food of the inhabitants, but they have none to spare.

The productions of Bonavista are salt, indigo, and cotton: the first is produced in great abundance on the north-west and eastern parts of the island in natural pans or ponds, where it crystallizes in the sun. These receptacles for sea-water are in the low valleys near the sea-shore, and in the whole process nature receives very little aid from the hand of art. This salt, however, is not equal in quantity or quality to that which is produced on the island of Sal, a cargo of which will cost about six cents a bushel on board, while here at Bonavista it costs about six and a quarter cents; and in taking a small quantity, it comes somewhat higher. The inhabitants convey it to the vessel by means of asses, which travel in troops of fifteen each, every troop being under the charge of a negro.

The indigo, which grows without being cultivated, is gathered by the inhabitants; they have not the art of separating the dye, and of making what is called the blue-stone in the southern section of the United States, but they satisfy themselves with bruising the green

leaves in a wooden mortar. They next make it into a kind of paste, of which they form round balls that are dried for use. This is not the process of preparing this beautiful die-stuff in our country. Here, the leaves of the plant are laid in vats full of water, and left to ferment. The liquor is then drawn off into another vat, and after having been well stirred up, it is drawn off, and what remains at the bottom is exposed to the air until it is thoroughly dry, when it is fit for use.

Though the cotton-tree grows naturally on the island of Bonavista, yet its culture is greatly neglected by the natives: they never think of collecting it till some vessel arrives to purchase it. But were it properly attended to, I believe they could every year furnish a cargo for a large ship; and I have been told that in some years, when it has failed in the other islands, it has been produced in great abundance in Bonavista.

But this island will never be distinguished for agricultural fecundity. The soil for the most part is sandy, barren, and uncultivated; and though enjoying the genial influence of a tropical sun, it must feel the more effective influence of industry and enterprise before it becomes productive. The sweat which falls from the brow of slavery scalds and blights the verdure which the dew-drops of heaven have brought into existence.

The surface of the island is very uneven, comprising alternate hills and valleys; and at the sea-board it has low points running into the sea. The southern and eastern part of this island, in particular, is very low, and the shore is lined with reefs of coral, some of which lie three miles from the island to the eastward; and oftentimes in the night, when the weather is hazy, a ship might be on the reef before the land can be seen, on account of its being so very low on that side of the island. In 1831 my worthy friend Captain Weatherby, of Liverpool, lost a fine ship on the reef which lies off the east end of this island. He had his two daughters with him at the time. Her cargo was worth two hundred thousand dollars, destined for the Isle of France; but it was all lost.

Ships bound to the south, and passing to the eastward of Bonavista in the night, should never approach the island nearer than twenty miles, as the currents, which set about west, frequently run, after a fresh trade, at the rate of two miles an hour. In the month of July I have known the current to set in a west direction, between the Isle of Mayo and Bonavista, at the rate of two and a half miles an hour. I would therefore advise ship-masters, in all cases, to pass to the westward of the islands of Sal, Bonavista, Mayo, and the Leton Rocks, of which I shall speak presently.

A dangerous reef likewise lies off the western extremity of Bonavista, about three miles from the shore, covered by four feet of water. The sea breaks very heavy on the shoal part of this reef in rugged weather. There is a good passage, however, between the reef and the island, with six fathoms of water, over a white coral bottom, which has a frightful appearance to such navigators as are not acquainted with coral reefs. Large ships, however, should always pass outside of the reef, giving the breakers a berth of two hundred fathoms, when

they will have ten fathoms of water, and a clear passage to the anchorage of Bonavista, giving the reef that lies off the beach at Old Town a berth of one cable's length.

The Cape Verd Islands, with respect to climate and vegetation, are more like lands of the temperate than those of the tropical zones, although they are situated in the latter nearly in the middle of the northern equinoctial belt. In the African country of Senegambia, which lies opposite, in the same latitude, the rains and the hottest seasons arrive together, and continue during the months of May, June, and July : but among these islands the rains do not set in until the middle of August, and continue, with few intermissions, until January.

When we arrived at Bonavista the dry season had commenced about six months ; and, as I have already stated, the hot winds from Africa, in crossing the water to the islands, become so highly charged with humidity that the least diminution of temperature causes an abundance of vapours to be deposited on the islands. It is this moisture that reduces the mean temperature at Bonavista so much below that on the African coast. The thermometer on board the *Antarctic*, at twelve, M., stood at 74° , and in Bonavista town it stood at 89° , on account of the wind blowing fresh from east-north-east.

At Goree, a small island of Africa, near Cape Verd, subject to the French, the thermometer ranges between 88° and 100° from May till November ; while at Senegal it is at 113° , and sometimes 131° . During the whole year, the sun at midday is insupportable.

Ship-masters should be careful while lying at Bonavista to prevent their crews going on shore or sleeping on deck in the months of May, June, and July, as they are very liable to take the fever that is common among these islands at this season of the year. Officers also should make it a point of duty to see that their men avoid getting wet, as far as practicable, either from fresh or salt water, as such exposures are very apt to bring on the fever and ague.

July 26th.—Having taken in our salt and arranged my business with Don Martinez, without forgetting my friend the captain, together with his pretty wife and daughters, the word was given, "All hands, unmoor !" This was on Saturday, the 26th, at nine o'clock, A. M., when we got under way with a fine breeze from north-north-east, and pleasant weather. We passed between the reef before mentioned and the west point of the island, with not less than six fathoms of water, and steered for the east point of St. Jago Island, with the intention of sighting the Leton Rocks.

July 27th.—At half-past twelve, P. M., on Sunday, we passed within a cable's length of that dangerous reef, on the western side of it, in ten fathoms of water, coral bottom. This reef is of an oblong shape, extending from north-north-east to south-south-west, about one hundred and fifty fathoms in length and nearly half that in breadth. On the shoalest part of this reef the water is not more than five or six feet in depth, and it is very dangerous to approach in the night or in a thick atmosphere, as the sea does not break upon it except in rough weather. When we passed it, there was scarcely a roller on the shoalest part, although we had a fine breeze from north-north-east. But the coral

bottom on the reef can be seen half a mile from the mast-head in clear weather, if it be not in the direction of the sun.

The true situation of this reef is in latitude $15^{\circ} 49' N.$, long. $23^{\circ} 15' W.$; variation per azimuth $17^{\circ} 35'$ westerly; and the current, five miles to the south of the rocks, was setting west-by-south, at the rate of eighteen miles in twenty-four hours. On passing these rocks at another time, I have found the current setting equally as strong in an east-north-east direction. It is therefore not surprising that the most skilful and cautious navigators are sometimes deceived by these rapid and incalculable changes of the current; or that Captain Swanton, late commander of the honourable East India Company's ship *Lady Burgess*, should run his vessel upon these rocks, which happened on the 19th of April, in the year 1806, at two o'clock, A. M., at which season of the year the currents are setting here, from eighteen to twenty-four miles, east-north-east.

It has been stated that there is *another reef*, lying to the northward of the Leton Rocks about five miles; but as I passed over the very spot in which it is said to be without seeing any appearance of shoal water, I am positive that there is no other danger near Bonavista and St. Jago than the reef of the Leton Rocks, which is sufficient of itself to keep every cautious mariner on his guard in passing it, as the force and direction of the currents are not to be depended on among these islands.

From Leton Rocks we steered south-by-west half-west, until near the island of Mayo, when we ran for the east end of St. Jago. Ships should not approach the north end of the island of Mayo in the night, unless they are certain of their situation, as there is a very dangerous coral reef lying north-north-east from the northern extremity of the island, about three miles off-shore. In passing this reef in 1829, I saw the wreck of an English brig upon it. There is no other danger around this island more than three hundred fathoms off-shore. The land is pretty high at the centre, uneven, and full of hills. It has good anchorage on the south-west side, in what is called English Roads, in from five to ten fathoms of water, in front of the town.

The shore to the eastward of the town of Mayo is steep, bluff, and rocky; but to the westward a low white sandy beach extends to what is called Salt-pan's Point, from which a spit of sand and coral stretches to the westward about two hundred fathoms. At a small distance farther off-shore there is a depth of fifty fathoms. Ships should not anchor in more than ten fathoms in front of the town of Mayo, as the bank runs off very steep from fifteen fathoms. The north point of this island lies in latitude $15^{\circ} 21' N.$, long. $23^{\circ} 9' W.$

At eight, P. M., we came to an anchor in Port Praya, island of St. Jago, in four fathoms of water, sandy bottom. This island lies about seventy miles south-west-by-south from Bonavista, and ninety south-south-east from St. Nicholas. Its shape or figure on the charts resembles that of an oyster, lying nearly in the position of north-west and south-east, forty miles in length and about twenty in breadth. Port Praya, on its south-eastern end, is in latitude $14^{\circ} 55' N.$, long. $23^{\circ} 31' W.$ Variation per azimuth $16^{\circ} 48'$ westerly.

St. Jago, or Santiago, is the largest, the best cultivated, and the most fertile of the Cape Verd Islands. It abounds, however, with high, barren mountains, which may be seen in clear weather at a considerable distance. The south-east extremity of this island is a very long low point, and presents that appearance in approaching it from the north or south. Three or four miles to the westward of this point is a bay, with a brown sandy beach; and at the head of this bay are two or three houses and a grove of date-trees. This bay must not be mistaken for that of Port Praya, as its eastern point is surrounded by rocks extending two hundred fathoms into the sea, which does not always break upon it.

We passed this bay, and kept along the coast to the westward towards Port Praya, within one mile of the shore, in eight or ten fathoms of water, until the battery and flag-staff were plainly distinguished on the west point of the harbour, off which the sea always breaks at some distance. We then rounded the eastern point, within two cables' length, in from six to eight fathoms of water,—in doing which, the custom-house opened to view on the beach, and a grove of date-trees in the valley. Immediately afterward the town and fort presented themselves on the hill at the head of the bay. The eastern shore, which should be kept close on board, is high bluff land, which has the appearance of being parched and barren. We stood in for the town, and chose our anchorage as before stated.

July 28th.—On the following morning, which was Monday, the 28th, I went on shore to wait on the captain-general of the island, whose residence is at Port Praya, although Ribeira Grande, a town seven or eight miles farther west, is the capital of St. Jago. On entering the gateway of the town I was received by a negro, who conducted me to the palace of his excellency,—for such it might be called, when compared with the miserable hovels in its vicinity. Its external was white-washed, which gave it a tolerably decent appearance.

After being formally announced by a ragged sentinel, I was led up a ladder, into a large apartment, rough and unfinished. The rafters and floor were just as the materials came from the sawpit, without paint, or other decoration, excepting some rude prints of the Virgin Mary, a few saints, &c. Here I found the general at breakfast, with half a dozen monks wrapped in frieze, with figures and countenances that indicated any thing but abstinence and penance. The general's lady was also present, together with three other Portuguese females of no ordinary personal attractions. They all spoke tolerably good Spanish, and in that language I was able to converse with them.

As the Antarctic was the first American which had touched here for some time, they had a thousand questions to ask respecting the United States, and the manners, customs, &c. of the people, especially the dress and amusements of the American ladies. Having gratified them in all these important particulars, and partaken of a cup of coffee with the ladies, agreeably to the custom of the place, I took a turn with them in the garden, which was more tastefully arranged than any thing of the kind I had seen in any other island of the group.

We returned from our walk just in time for me to attend the market, where I intended to purchase the necessary fruit and vegetables. I therefore took leave of my new friends, who would not suffer me to depart until I had promised to dine with them, and repaired to the market; which proved to be quite destitute of such articles as I wanted. At the suggestion of one of the islanders, however, I made out a list of the productions I wished to purchase, and he engaged to have them all ready at the landing by sundown.

Having now some time on my hands before dinner, I thought I could not better dispose of it than in surveying the town, and the adjacent country, in order to acquire a more accurate idea of their trade, productions, &c.

The inhabitants of Praya are mostly negroes, "bond and free," amounting to about three thousand, of whom four hundred are "militia on duty, or soldiers, as they are called. There are not more than forty whites in the town; and all the officers, except half a dozen, are mulattoes—even their chaplain is black. The population of the whole island I understood to be about twelve thousand, generally black, or of a mixed colour, a few of the better rank excepted. The face of the country is irregular and mountainous; in some places quite steril, but in general highly fertile and productive.

Cotton is the principal production of St. Jago; but maize, sugar, coffee, and the vine are cultivated with considerable success. Among its fruits are oranges, citrons, lemons, limes, tamarinds, pomegranates, pine-apples, cocoanuts, custard-apples, quinces, grapes, plantains, musk and water-melons, guavas, papaws, bananas, pumpkins, and other tropical fruits. There are also some cedar-trees, with a pine which produces tar. The animals are beeves, horses, asses, mules, deer, goats, hogs, civet cats, and a species of monkeys, with a black face and long tail. Of the feathered tribes, there are domestic fowls, ducks, guinea-hens, paroquets, parrots, pigeons, turtle-doves, crab-catchers, curlews; and, in fact, birds of almost every description, some of which are very valuable for their plumage.

But notwithstanding the abundance which is, or might be, raised on this island, there is no commerce, and the price of refreshments for ships which stop here for supplies is far too high to be termed *reasonable*. For a bullock they charge from thirty to thirty-five dollars; for long-haired African sheep, four dollars apiece; milch goats, three dollars; hogs of a middling size, five dollars; turkeys, one dollar and a half; fowls, four dollars a dozen. Fruit and vegetables, however, of all kinds, may be bought of the slaves at a moderate price. The cistern which supplies the shipping with water is at the bottom of the hill on which the castle is erected, and about a quarter of a mile from the beach. The water, however, is not of the best quality, being somewhat brackish to the taste, particularly in dry seasons, at which times there is often a scarcity of provisions and all the necessaries of life. Indeed, I was credibly informed that these periods of famine are sometimes so severe that great numbers of the poor wretched negro slaves perish for want. The governor derives his chief profit from the sales of cattle to the ships which touch here,

in addition to a salary from the crown of two hundred dollars per month.

As I was crossing the parade-ground, on my way to visit the fortifications, I again encountered my fair friends, the ladies with whom I had breakfasted, and with whom I had promised to dine. On learning my purpose, they politely offered to accompany me, a proposition which I eagerly accepted. We accordingly left the promenade together, and proceeded to what is here denominated a fort, but which would become almost any other appellation equally well. Behind the ruins of a parapet-wall, which once faced the bay, are planted sixteen old iron cannon of different calibers. Besides this post, several high platform points that surround the bay are also defended in a similar manner, each of which is guarded by a negro family. There are no regular troops, neither European nor native, a few Portuguese officers excepted; so that the defence of these works must depend upon the militia, one of whom is seen standing as sentinel, at the distance of every dozen yards, throughout the town. These wretched men exactly correspond with the fortifications, both in dress and accoutrements. They are of all possible complexions that a painter's imagination can conceive, and if paraded according to *shades*, would furnish a practical illustration of the following paradoxical couplet.

“Falsehood and truth, opposed like black and white,
By unperceived gradations may unite.”

With respect to their arms, scarcely one musket in ten can boast the convenient appendage of a lock, or at least one that will give fire; and about half their gun-barrels are actually lashed to their stocks by cords, thongs of leather, or wire! And as regards personal appearance, Falstaff's forces were a troop of dandies to them.

When vessels are about to sail, the governor requires them to notify him of the time, in order that he may make signals for the different batteries to let them pass. I could scarcely refrain from smiling when his excellency informed me that this was a necessary ceremony, and at the same time gravely assuring me that on my hoisting a flag at the fore, he would immediately give orders by signal for the batteries not to detain my vessel. I applauded the arrangement, and expressed my acknowledgments for his politeness; although I was satisfied that with the crew of the Antarctic, I might land and spike every gun in the place, and then go to sea at our leisure. The bay of Port Praya, however, possesses the greatest capabilities of being strongly fortified against nautical assailants; and by a simple wall, erected in those places where the sides of the table-hill are not perpendicular, the town might be secured from a *coup de main*.

In the centre of the governor's citadel (the fortifications we were now examining) is the grave of a brave English officer, Captain Eveleigh; the spot being distinguished by a patch of pavement of round pebbles. This highly meritorious naval officer commanded his Britannic majesty's ship *Acteon*, rated as a sloop-of-war, and was slain in action with a French frigate.

From the town we descended by a zigzag path, to a valley on the left, which my fair cicerones called the Val de Trinidad, over which are scattered some clusters of date-trees, some mimosas, and other spontaneous vegetation. But the most successful attempts at cultivation are in the vicinity of the wells which supply the town and shipping with water. In the upper part of this valley is a negro hut, which is surrounded by a miserable plantation of cotton shrubs. Water alone is wanting to render the soil of this valley fruitful; and a sufficient quantity for the purpose of irrigation might be obtained by digging to a moderate depth. But even this trifling exertion is too great an undertaking to be attempted by the present generation of inhabitants, who must give place to a very different race of people before this or any other species of improvement can be effected. Though the mimosa grows to a large size, even in the most arid spots of the island, the inhabitants have never thought of planting them in the towns, where they would not only be ornamental, but extremely useful in moderating the excessive heat caused by the action of the sun on the ferruginous sands.

Our pedestrian excursion extended about two miles from town, to the upper part of the valley, where the governor's country-house is situated. The youngest of my fair companions informed me that this was her father's property, and that it was to be her marriage dower. I looked at the blushing maiden, and then at the premises. At the foot of the precipice, near the house, is a very beautiful garden, containing oranges, lemons, plantains, bananas, pine-apples, cocoanut-trees, and many other kinds of excellent fruit, and a variety of vegetables.

The interior of the island, I was informed, is much more fertile than those parts which are near the seashore; the valleys being well watered by little springs, some of which form small brooks and rills. Near the centre of the island, some of the valleys are covered with plantations of fruits and vegetables, and the hills are well clothed with grass, affording pasture for numerous herds of cattle and flocks of sheep.

We returned to the governor's house about four o'clock, when we found that dinner was waiting for us, and in a few minutes we were all seated at the table. The party was large, comprising seven ladies, which imparted a polish and refinement to the conversation which seldom exist in a company where they are not present. After dinner the ladies entertained us with several songs, accompanied by the piano-forte and guitar; and about seven o'clock I took my leave, highly delighted with the recreations of the day, and the hospitality of my kind entertainers. On reaching the beach, I found that the refreshments I had ordered were all in readiness, and we lost no time in having them conveyed on board.

The beautiful bay of Port Praya is formed by two points which bear from each other about east and west, distant one mile and three-quarters, with water of a very equal depth. A small black island, with a flat top, is situated on the west side of the bay, and is called the Isle of Quails. From the south end of this island runs a rocky

point, extending about a cable's length, in a south-west direction. There are also some rocks, which put off the west point of the bay, to the distance of about one hundred fathoms, and in sailing from this port in the night, it requires some care to avoid them, particularly when the wind is light and well to the eastward.

With respect to the anchorage, it may be proper to observe, that large ships should lay well out, and not more than two hundred fathoms from the east shore, in order to ensure their weathering the west point of the bay, in going to sea at night, should the wind be light, and far to the eastward. The wind generally hangs in that quarter during the months of November, December, and January; though it occasionally veers to the northward. The best situation for ships to lie in is with the flag-staff in the fort at the town bearing north-west; Point Tamaros, or the west extremity of the bay, south-west; and the eastern point, east-south-east, off the landing-place one mile, and off the east shore two cables' length. At this place the winds are generally from the north-east quarter, and frequently the weather is cloudy with squalls. It seldom rains in the dry season, but a heavy haze mostly prevails. When the weather is settled, there are often regular land and sea-breezes in the bay of Port Praya. The sea-breeze sets in near noon, and ends about five in the afternoon; after which time the north-east wind sets in towards evening, and continues during the night, and often until nine o'clock in the morning.

There is always some surf on the beach at the head of the bay; therefore, in taking fresh water, boats should lay at their grapnels, and raft the casks on shore, and alongside of the ship, taking care that they are perfectly tight and well bunged. When the surf is high, there is a good landing-place on a rocky point at the south-east side of the head of the harbour, where a pathway will be seen leading to the town. It is also necessary to be cautious in carrying sail in boats in the bay, as the puffs of wind from the highlands are very sudden and dangerous.

As soon as the refreshments were safely stowed on board, I hoisted the requisite signal on the fore, and got under way at nine, P. M., while the governor's pass-signal was as promptly displayed from the citadel. We steered to the south-west, with a fine breeze from north-east, and fair weather. At ten, P. M., we saw the burning volcano of Fogo, or Fuego, an island lying about thirty miles west-south-west of St. Jago.

This island is nearly circular, being about five leagues from east to west, and four leagues from north to south. On its eastern part is a high volcanic mountain, which is continually burning, at times ejecting flames and liquid sulphur. This island is very thinly inhabited; but it produces fruit, vegetables, cattle, sheep, and goats. Ships may obtain refreshments here from the town of Luz, which is built at the head of a tolerable good harbour, on the west side of the island.

Nine leagues to the westward of Fuego is the small but fertile island of Brava, which is about four leagues in circumference, and of moderate elevation. It is said to be the most fruitful of all the Cape

Verd Islands. Porto Furno is on the east side of the island, and is a good harbour for vessels under two hundred tons. It has a narrow entrance, and if large ships visit this port, they will be obliged to warp out, which may be done with great ease in the morning. But I should recommend Port Furneo that lies on the south side of the island, or Porto Fajen-dago, on the west side for ships to touch at for refreshments, wood, water, &c. as those places are both good harbours, and the best for obtaining fruit, vegetables, beef, pork, goats, wood, and water of any in the whole group. Ships bound to this island, need apprehend no danger in approaching it on either side, more than one cable's length from the shore. The inhabitants are industrious and obliging, and the ladies are sprightly, intelligent, and modest; and are particularly partial to Americans.

Before closing this chapter, and taking leave of the Cape Verd Islands, I think it proper to remark that some charts are marked with reefs that do not actually exist. It is my firm conviction that in passing between these islands and the African coast, nothing need be feared from the Porgas shoal, which is said to be about mid-channel. I am aware that caution is the parent of security, and that it is best to err on the safe side of the question. But I have examined the log-books of many ships which have passed over the spot which this shoal was supposed to occupy, and have become convinced that it does not exist.

The Bonetta shoal and rocks have also been reported as dangers carefully to be avoided by ships passing between Africa and the Cape Verds. They are said to lie forty-two leagues east-by-north from the north end of Bonavista; with shoal water on them, three miles in length north-east and south-west, and about half that breadth. This reef may also be put down as not existing, for I have crossed the situation assigned to it, and have examined the log-books of more than twenty ships who have vainly endeavoured to sight it.

There is likewise said to be a reef of rocks lying ten leagues to the north-east of Bonavista, of about the length of two cables, and of a breadth of half that distance, nearly even with the surface of the water. As most of the ships running for the islands of Sal or Bonavista first make them bearing from west to south-west, it is strange that the reef just mentioned has never been seen by any of them; and the fact that it has not furnished just reasons to doubt its existence.

We were now prepared to pursue our voyage to its ultimate point of destination. More than thirty days had elapsed since we left the port of New-York, in which time we had crossed the wide Atlantic, and sighted every island and rock in the Cape Verd group, and landed on the most of them. The reader must think it high time that I said something concerning the merits of my vessel, in this her first essay on the element of her adoption. I will do so before I proceed any further; and the only reason which induced me to defer it until the present moment was to give the Antarctic a fair trial before I recorded my testimony of her character. It is this:—

A better sea-boat never floated upon blue water, smooth or rough, than the schooner Antarctic. She has equalled my wishes, and transcended my expectations. I shall strive hard to render her name im-

mortal; and if I am ever fortunate enough to re-enter the circle from which she derives her name, it shall go hard with me but the flying-jib-boom of my vessel will point still nearer to the south pole than northern pine has ever yet done. But more of this hereafter.

We continued steering to the south, with fine breezes from the north-east, until Thursday, the 31st of July, at which time we lost the north east trades, in lat. $9^{\circ} 50'$ north, long. $20^{\circ} 14'$ west; variation per azimuth $16^{\circ} 11'$ westerly; the current setting west-south-west, thirteen miles in twenty-four hours. From the last-mentioned date to the 6th of August we had the winds from south-west to south-south-east, attended with much rain; we then took the south-east trade-wind from south-south-east, and fair weather, in lat. $1^{\circ} 25'$ north, long. $21^{\circ} 47'$ west; variation per azimuth, at 10, A. M., $14^{\circ} 45'$ westerly: current setting to the north-west-by-west, fourteen miles in twenty-four hours.

August 7th.—On the following day, which was Thursday, we crossed the equator, in long. $22^{\circ} 54'$ west, with a fine breeze from south-east to east-south-east, and fair weather. We were now just about half-way between the coast of Africa and that of Brazil; Sierra Leone bearing north-east, and Pernambuco south-west. It may here be proper to observe, that ships bound round the Cape of Good Hope should always pass ten or fifteen leagues to the westward of the Cape Verd Islands, if they need no refreshments; and endeavour to leave the north-east trades in between twenty-two and twenty-three degrees of west longitude. They should also endeavour to cross the equator in the same longitude at all seasons of the year; by attending to which they will invariably shorten their passage, and have the weather more regular.

August 18th.—After crossing the equator we continued standing to the southward, with a fine breeze from south-east to east-south-east, and fair weather, until Monday, when we lost the south-east trade-wind in lat. $28^{\circ} 14'$ south, long. $29^{\circ} 4'$ west. On the following day we took a light breeze from west-south-west. On Wednesday, the 20th, we were in lat. $30^{\circ} 37'$ south; and at 1, P. M., our lat. was $30^{\circ} 40'$ south, long. $28^{\circ} 41'$ west, with the wind from west-south-west, and fair weather.

I now determined to sight the island of Saxenburgh, if such an island really existed within any reasonable distance of the spot in which it is said to be situated. The location which has been assigned to it is about half-way between the eastern coast of South America and the Cape of Good Hope, in lat. $30^{\circ} 43'$ south, and long. $19^{\circ} 30'$ west. We made a due east course, keeping two men at the mast-head, day and night, until we were in long. $17^{\circ} 21'$ west, without seeing any indications of land whatever. During the time of our making this run of eleven degrees, we were not three miles from the parallel of $30^{\circ} 40'$, excepting about eight hours; when on Saturday, the 23d of August, we were roused by the cheering cry from the mast-head of "Land, ho! land, ho! about six points off the starboard bow."

We now had the wind from west-by-south, which permitted us to haul up for it; but after running in that direction about four hours, at

the rate of eight miles an hour, our tantalizing land took a sudden start, and rose about ten degrees above the horizon. Convinced that we could never come up to it in the ordinary course of navigation, we now tacked and stood to the northward. We had likewise seen land the day before, at 4, P. M., exactly in our wake, which appeared to be about twenty miles distant.

August 24th.—On Sunday we found ourselves in lat. $30^{\circ} 41'$ south, long. $15^{\circ} 57'$ west, and feeling satisfied that any further search for Saxenburgh Island would be a useless waste of time, we shaped our course for the south African coast, our first point of destination being Saldanha Bay, a little south of the parallel on which we were now running to the east. We crossed the meridian of Greenwich on the 28th, in latitude $30^{\circ} 55'$ S.

The island of Saxenburgh is said to have been first seen by J. Lindeman, a Dutch navigator, who sailed from Monikendam, in 1670. On the 23d of August, of that year, he discovered an island, as he supposed, bearing north-east-by-north, distant about six leagues. He described it very particularly, and accompanied his description with a view taken at sundown of the same day. He represents it as having a remarkable narrow peak, like a column, rising near the centre of the island, and he named his new discovery Saxenburgh, in honour of a German town of that name in the circle of Westphalia, twenty miles north-west of Hanover.

Captain Galloway, in the American ship *Fanny*, bound to Canton, in 1804, supposed that he saw this island at ten leagues' distance, and states that it was in sight four hours from the mast-head, without changing its appearance, which exhibited a peaked hill in the centre, and a bluff at the west end, situated in the latitude of $30^{\circ} 43'$, but two degrees farther east than laid down in the chart.

This illusory island was again supposed to have been seen by Captain J. O. Head, in the ship *True Briton*, on a voyage to Calcutta, the 9th of March, 1816. The log-book of this ship states, that "At 8, A. M., fresh breezes from north-by-west, and dark cloudy weather, saw what we supposed to be an island, bearing east-south-east, distant six leagues, forming a high pinnacle at the southern end, and gradually decreasing in height to the north end. At 10, A. M., squally weather, the land having still the same appearance as the clouds cleared off at intervals. At noon our latitude by observation $30^{\circ} 42'$ south, long. $21^{\circ} 40'$ west, by mean of three chronometers; the centre of the island bearing east-by-north-half-north per compass, twenty-four miles. At 2, A. M., cloudy weather with rain, lost sight of the land, which we concluded was the island of Saxenburgh, laid down by Captain Horsburgh as doubtful."

Captain James Horsburgh, F.R.S. who has had twenty-one years' experience as shipmaster in the India trade, says that he has, at two different times, endeavoured to gain sight of this doubtful island, by crossing the longitude of 19° west, at one time a few miles to the southward of its latitude; and at another time a little more northerly than the latitude assigned to it, without seeing any indications of land.

From my own observations, and those of the many celebrated Eng-

lish navigators who have endeavoured to sight this island of Saxenburgh, I am of opinion that such an island does not exist. Clouds, exactly like land in appearance, will sometimes remain stationary at the horizon in this part of the ocean, for a great length of time, and are easily mistaken for distant islands. The natural conclusion is, that those gentlemen who have reported to have seen the island of Saxenburgh must have been deceived by one of those stationary clouds which are common in this parallel.

Sept. 4th.—We continued our easterly course, with strong winds from west-north-west to south-south-east, and occasional foul weather, until we made the African coast, in lat. $33^{\circ} 18'$ south, and on this morning, which was Thursday, at 6, A. M., we anchored in Saldanha Bay, in four fathoms of water, mud and clay bottom, entirely landlocked, and sheltered from all winds.

CHAPTER III.

The Cape of Good Hope—A Brief History and Description of the Colony—Saldanha Bay—St. Helen's Bay—Berg or Mountain River—The Vale of Drakenstein—Oliphant or Elephant River—Koussie River—Cape Voltas—Volcanic Productions—Projected Speculation—The Gariep or Orange River—Angras Juntas Bay—Whale Bay—Possession Island—Elizabeth Bay—A Peep at the Interior—Angra Pequena, or Santa Cruz—Ichaboe Island—Mercury Island—Intercourse with the Natives—Bird Island—Sandwich Harbour—Walwich Bay.

THE southern extremity of Africa, since it became the seat of a European colony, has formed an interesting subject for the investigation of travellers. It has been visited, and explored, and described, by many of the most inquisitive and scientific geographers of the age; and yet, with the exception of Cape Town and its vicinity, this country appears to be very imperfectly known. Very little additional information, however, can be expected from an humble individual like me, "who am not meet to be called" a geographer, and who merely resorts to foreign regions in the "beaten way" of business,—having an eye more to the interests of my employers than to the physical aspect or moral condition of the countries I visit. I shall, therefore, merely remind the reader of such prominent historical facts as will enable him to accompany me along the coast, from the Cape to the twenty-second degree of south latitude, without being compelled to exclaim, in the language of Jerry Hawthorn, "I'm at fault—can't follow."

The southern promontory of Africa, commonly called the Cape of Good Hope, is a peninsula, nearly ten leagues in length, composed of a vast mass of mountains and rocky land, between the latitudes of $33^{\circ} 53'$ and $34^{\circ} 22'$ S. It was discovered by Bartholomew Diaz, an eminent Portuguese navigator, in 1487, who named it *Cabo Tormentoso*, or the Stormy Cape, on account of the boisterous weather, the shattered state of his ships, and the mutinous disposition of his crew,—all of which difficulties combined, compelled him to return to Portugal

without doubling the cape he had discovered. The king his master, however, gave it the name of "*Good Hope*," as he had now *good* reason to *hope* that around this newly-discovered point of Africa lay the long-wished-for passage to India. This hope was realized by the more successful Vasco de Gama, who ten years afterward doubled the cape, and passed to the coast of Malabar.

After several unsuccessful attempts by the Portuguese to plant a colony here, the Dutch finally succeeded, in 1650, under the direction of Van Riebeck, who, having concluded a treaty with the natives, took possession of the cape peninsula, and laid the foundation of the present town, by erecting a fort of wood and earth, and some other necessary buildings, which he called *Kier de Kou*,—a defence against all. It was in the genuine Dutch style, like the fortress which they erected for the defence of their American colony Fort Amsterdam, now the city of New-York.

Van Riebeck soon discovered the passion which the poor, weak, but peaceful and inoffensive Hottentots had conceived for spirituous liquors, first introduced among them by Christian navigators; and being a gentleman of some sagacity, he thought it good policy to turn their frailty to his own advantage. Thus, by giving these simple people a few casks of brandy, a little tobacco, iron, and some paltry trinkets, he obtained from them a part of their country, and many of their flocks and herds. The price of an ox was then a piece of an iron hoop, and the purchase of a whole district only cost a cask of brandy.

A hundred male members constituted the first colony of the cape: these were afterward joined by an equal number of females from the houses of industry in Holland, and also by a number of French refugees, who were compelled to leave their native country in 1685, on account of religious persecution. The population, from that period, rapidly increased; the wild beasts were extirpated, or driven to the interior, and the Dutch continued to extend their encroachments over the richest districts of the country for more than a century.

In 1795, during the French revolution, the English took possession of this colony, and retained it seven years; but delivered it up to the Batavian republic by the treaty of Amiens in 1802. In 1806 it was again taken by the British, under whose dominion it still remains.

This extensive colony is bounded on the west and south by the ocean, on the north by the River Koussie and the country of the Bosjesman Hottentots, and on the east by the Great Fish River and the country of a savage race called the Caffres, who have given the colonists more trouble than all other obstacles combined. The settlement comprises an area of more than one hundred and twenty-eight thousand square miles, the greater part of which is covered with naked mountains, between the sloping declivities of which are extensive plains, destitute of running water, called Karroos. These plains, however, are not wholly deserts, as has been represented by inaccurate travellers; but are at certain seasons of the year clothed with verdure, and covered with flowers of beautiful tints and delightful fragrance.

The north end of the promontory forms Table Bay, on the south shore of which stands Cape Town, at the foot of Table Mountain, the

latter presenting a bold and almost perpendicular front, rising three thousand five hundred and eighty feet above the level of the bay. On the west is the Lion's Mountain, so called from its bearing some resemblance to the shape of that animal; and on the east is the Devil's Berg. The majestic appearance of these heights, particularly that of Table Mountain, excites the admiration of every voyager who enters the bay. The town stands on a sloping hill, at the south-west corner of the bay, and is a regular, neatly-built place, and well supplied with water by a plentiful stream which issues from the Table Mountain. It contains about twelve hundred dwelling-houses, which are inhabited by a population of eighteen thousand five hundred persons, ten thousand of whom are blacks.

The principal rivers on the west coast of this colony are the Elephant and the Berg or Mountain River: the former runs in a northerly direction along the foot of the western chain of mountains, and falls into the Atlantic in latitude $31^{\circ} 30' S.$: the Berg or Mountain River has its source in the mountains which enclose the Vale of Drakenstein, and discharges itself into St. Helen's Bay. The principal bays on this coast are Table Bay, False Bay, St. Helen's Bay, and Saldanha Bay, where we now lay at anchor.

The entrance to this fine commodious harbour, which is through a ridge of granite hills, is not quite three miles broad. Its north point is in latitude $33^{\circ} 3' S.$, long. $17^{\circ} 49' E.$, a little more than seventy-five miles north of the southern extremity of the cape. This bay is about fifteen miles in length, in the direction of north and south, and affords at all seasons very excellent shelter and anchorage. Its northern arm is called Hoetjes Bay, on the north side of which there is good anchorage for ships of any size. There is also deep water on the west side of it, close to a granite pier formed by nature, where ships may lie in perfect safety in all seasons of the year; and if necessary they may heave-down alongside of this pier without any risk. The only disadvantage in the northern arm of the bay is the scarcity of fresh water, which might be easily remedied by digging a few wells of moderate depth, from which fresh water could be obtained in any quantity, and of an excellent quality. The southern arm of Saldanha Bay, of which I shall speak presently, furnishes good fresh water from a spring, which, if cleared and enlarged, would supply a fleet with this necessary article in a very short time.

In entering this well-protected bay, attention should be paid to the following circumstances and localities:—On the north side of the entrance is a small island, called Mallagassen; and on the south side is another, in a bend of the land, near the shore, called Jutten. Two miles eastward of the first-mentioned island is a third, called Maseus. Each of these islands has a reef, which puts off from its shore about a cable's length. As all three of them are low, and can be seen but a short distance, accuracy in the vessel's latitude is very requisite. The entrance is nearly three miles broad, and clear of dangers one cable's length from either of the islands first mentioned, between which it is necessary to pass. But the third island, Maseus, may be passed on either side at the distance of forty fathoms, though the widest

passage, and the best for strangers, is on the south of it. We carried in from fifteen to ten fathoms of water, and chose our anchorage in four.

Ships going into this bay with the intention of anchoring in its southern arm must keep the south shore close on board; and after passing the inner point of the bay, haul round immediately to the south, and anchor in front of Riot Bay, in five or six fathoms of water, about half a mile from the shore, on the west side of the harbour. Here vessels may lie in perfect safety, sheltered from all winds; and if in want of fresh water, the casks may be rafted up the lagoon, on the flood-tide, and filled on the east side from the spring before mentioned, which is about half a mile below the guard-house, or flag-staff. When the casks are filled, they can be rafted down to the ship in a short time by taking advantage of the ebb-tide. Firewood, however, is very scarce on the banks of the bay, but it can be purchased at a low rate of the neighbouring farmers, who will bring it to the ship.

At the entrance of the lagoon on the south side of Saldanha Bay are two small islands; within which, about two miles on the west side, is the East India Company's post; and about one mile farther up, on the east side, is the president's quarters. Here there is generally a justice of the peace and a small company of regular troops. Between this place and Cape Town there is a regular intercourse, and a mail, which arrives at each place twice a week.

Refreshments of various kinds may likewise be purchased of the farmers, who cultivate the soil on the east side of the bay,—rearing cattle, horses, sheep, and hogs for the market at Cape Town. Fruits and vegetables may be had in abundance at a very moderate price, and at a short notice. A plenty of excellent fish may be caught in almost any part of the bay, either with a seine or a hook and line. In fact, this is an excellent place for ships that require repairs, repose, or refreshments.

In running for Saldanha Bay in the night, or in thick weather, care should be taken not to fall in with the land to the north of Baven's Point, which is the north point of the bay; as there are many sunken rocks between this and St. Helen's Bay, some of which run from three to five miles to the westward, with bold water between them.

September 10th.—After taking on board a sufficient quantity of fresh water, of an excellent quality, with a fine stock of refreshments of all kinds, we got under way on Wednesday, the 10th of September, and steered to the north, with a fine breeze from south-south-east, and fair weather, with the intention of examining the west coast of Africa, as far as the tropic of Capricorn. On the following morning, at five, A. M., we were close in with St. Martin's Point, which lies in latitude $32^{\circ} 42'$ S., long. $17^{\circ} 45'$ E.; variation per azimuth at nine, A. M., $27^{\circ} 4'$ W. High water on full and change days at half-past two; rise, seven feet.

St. Martin's Point projects from the coast in a north-west direction, forming the west side of St. Helen's Bay, the northern point of which is Cape Deseada. The distance between these two points is nine leagues, and the bay is four leagues deep, running into the east and south-east, with regular soundings, from twenty to four fathoms, as

you approach the head of the bay, or south shore. Here a ship will find good and safe anchorage half a mile from the beach, in six fathoms of water, mud and clay bottom, sheltered from all winds excepting from north to north-west. These winds, however, never come home to the bottom of this bay with sufficient force to injure a ship at any season of the year. In the summer months, when the southerly winds prevail, the water is entirely smooth in any part of the southern side of the bay. The best anchorage is about a mile from the southern shore, immediately in front of a house that stands near the beach, about half-way up the bay, in five or six fathoms of water, clay bottom.

From the west point of the bay, along the south shore, to the head of the bay, extends a chain of rocks, running nearly half a mile from the land; outside of which there are no other dangers until you approach the head of the bay, where there is a sand-bank, lying in front of the Berg or Mountain River, about two miles off-shore, with only three feet of water on it at low tide. Ships in want of fresh water I would recommend to anchor near this bar, and send the casks into the river on the flood tide, to ascend the stream as far as the flood will carry them, which is about five miles. Here let them remain until nearly the last of the ebb, when the bungs may be knocked out, and the casks filled with very little trouble. This water will prove to be of a most excellent quality, and will keep sweet as long as any that was ever taken to sea. The next ebb-tide will take the full casks down to the ship just by keeping the boat ahead, and the whole process will be rather a pleasant recreation than an arduous duty. Of course care must be taken that the casks are perfectly clean, tight, and well bunged, to prevent the entrance of salt water.

I have filled fifty casks at this river at two different times, and although I had large crews, they were always healthy while using the water from the Berg River. There is a spring near the house before mentioned, on the south side of the bay, where twenty or thirty casks may be filled at any time; but the water is not good, as I found that about twenty-five of my crew were attacked with diarrhœa after drinking of the water for twenty-four hours. But while I had the Berg River water on board, which was nearly eight months, there was not a sick man among a crew of thirty-five men, although for six months of the time the weather was very warm.

The farmers that reside on the banks of Berg River are principally Dutch, and very industrious. They pay their attention to raising grain, and rearing cattle, horses, and sheep for the Cape Town market. They also produce some wine of a good quality, and a small quantity of brandy. Beef and mutton are very cheap here; as are also nearly all kinds of fruits that are common to tropical climates, as well as a great variety of vegetables. I have purchased fine fat bullocks that would weigh eight hundred, for four dollars each; sheep for one dollar; and as fine oranges and lemons as I ever saw, for half a dollar a hundred; and every thing else in proportion. Wood also may be had on the banks of Berg River, but not of large size. The Dutch farmers generally employ the Hottentots to work on their farms, and say

that they are very trusty and inoffensive, but not very fond of hard work.

The wines that are made on the banks of Berg River are principally made in an extensive valley about fifty miles from the river's mouth, called the Vale of Drakenstein. This valley is a remarkably fertile tract of land, enjoys a most delightful climate, is well inhabited, and its soil is capable of every species of agriculture. Two-thirds of the wine which is brought to Cape Town is supplied by the vineyards of Drakenstein alone. Great quantities of choice fruits are also raised here, and every month of the year the table may be supplied with various kinds, accompanied with six or eight different sorts of wines.

The celebrated Constantia wine is made on two farms, close under the mountains, about half-way between False Bay and Table Bay. One of these farms produces the white, and the other the red Constantia. Some of the wines that are made in the valley of Drakenstein are frequently sold to strangers for Constantia. But I should suppose that any one might easily detect the fraud. The Constantia wine is of an exquisite quality, which is scarcely susceptible of improvement; but the other varieties, which come under the general appellations of Cape wine and Cape Madeira, have an earthy taste, a diluted flavour of Muscadel, and in most instances an undisguised taste of brandy.

In the light sandy grounds cotton succeeds well; coffee and sugar-cane might both be cultivated with success, if properly attended to; and indigo grows wild on the banks of the river. Hemp and flax are raised here, the latter producing two crops a year. The tea-plant has been a long time in the colony, having been brought from China; but it is now totally neglected. Wheat, barley, and oats are successfully cultivated; but rice does not grow here.

The wild beasts common to this country are gradually retiring before the encroachments of man. The lordly lion retreats sullenly and indignantly before the image and likeness of his Maker, and is only seen at respectful distances. The deserts, however, even in the vicinity of the cape, resound with the howling of wolves and the bellying of hyenas. The jackal of the cape and the tiger-cat are also common. The beautiful white-faced antelope, or springer, is so common near Fish River, that herds of more than two thousand may sometimes be seen together. Gazelles, with their "exquisitely soft and expressive eyes," are numerous. Zebras are becoming very rare in the colony. The elephants have also forsaken the districts inhabited by Europeans. The two-horned rhinoceros shows itself still less; the ostrich is found in the deserts of the interior, and sometimes comes in troops to lay waste the fields of corn.

One of the most beautiful animals of this country is the gnou, the head of which bears some resemblance to the African buffalo. He has an erect mane on the neck, and another under the neck, descending from the breast between the fore-legs. His shoulders and body are somewhat like those parts of the horse, while he has the elegant limbs of the antelope. Besides the animals already mentioned, there are found here the wolf, panther, elk, buffalo, leopard, rhinoceros

wild dogs, baboons, hogs, hares, ant-bears, or ground-hogs, porcupines, hedgehogs, and a variety of monkeys. Among the feathered tribes are eagles, vultures, kites, pelicans, flamingoes, spoonbills, cranes, ibises, wild geese and ducks, teals, snipes, quails, bustards, and partridges. Turtle-doves of many sorts, thrushes, humming-birds, and an immense variety of other small birds, of the most exquisitely beautiful plumage, are found in the woods; but I heard none of them sing. It is a common saying, however, that "in South Africa flowers have no smell, birds no song, rivers no fish." But there is no rule without an exception; as fish are found in some of the rivers, and some of these beautiful birds may have delightful notes.

There are ostriches of two kinds that frequent the sandy plains of Karroo, in considerable numbers, and their eggs are less strong in taste than those of ducks or geese. The females are very sociable in their domestic concerns and family affairs. It is not unusual to find thirty-six eggs in a single nest, the joint stock of three females, who incubate together, attended by the fathers of the brood. Along the coast are various kinds of sea-fish, such as perches, stone-breams, rock-fish, mackerel, soles, and skate; and abundance of muscles and oysters. A variety of serpents and other reptiles are found in the forests, together with scorpions and insects of various kinds. The sea-cow and the alligator are found in the Berg River.

From St. Martin's Point we steered to the north-east, until we were abreast of Cape Deseada, which is a low sandy beach in front of bluff sand-hills, about two hundred fathoms back. From hence our course was north-north-west, for about five leagues, when we were in front of Lambert's Cove, in which small vessels may lie in perfect safety, in three fathoms of water. The entrance is from the north, and it runs in to the south-south-east about half a mile. Several Dutch farmers reside in the vicinity of this harbour, and the adjacent plains are covered with black-cattle.

From Lambert's Cove we steered north-north-west, a little westerly, until we were abreast of Cape Dunkin, in lat. $31^{\circ} 55' S.$, long. $18^{\circ} 6' E.$ This cape is the south point of a small bay of the same name, within which ships may find partial anchorage, in from ten to six fathoms of water, sandy bottom. From thence we continued steering to the northward for the distance of four leagues, when we were close in with Elephant River, the entrance of which is in lat. $31^{\circ} 37' S.$, long. $17^{\circ} 59' E.$ This river is not navigable for vessels, nor even boats, unless the sea is very smooth, as there is a bar stretching across its entrance, with only two feet of water on it; and as the westerly swell is constantly heaving in on this coast, there are generally heavy breakers on the bar. But within this bar there is plenty of water for a large ship, for the distance of two miles up the river, in front of a small village, where there are several Dutch farmers residing.

This river enters from the south, running in north-north-west about two miles; and then it turns to the east and east-south-east, carrying bold water for a long distance inland. If there could be a passage cut through the bar at the mouth of this river, it would be the finest harbour on the west coast of Africa. The inhabitants are principally

engaged in rearing cattle, only cultivating sufficient grain for their own consumption. Fish may be caught in great abundance in the mouth of this river, within the bar. There are no dangers between Elephant River and St. Helen's Bay that lie more than two hundred fathoms from the shore. The soundings are regular. Ten miles from the land you will have forty fathoms of water, and it gradually becomes more shallow as you approach, until you are within one mile of the beach, when you will find ten fathoms of water, sandy bottom, with a few broken shells.

The land between Elephant River and St. Helen's Bay deserves a few descriptive remarks. Bluff sand-hills, moderately elevated, are seen from one hundred to three hundred yards back from the beach. About half a mile from the latter the sandy ground begins to terminate, and the soil to commence. Another half-mile farther inland brings us to good soil, where the plains are as fine for grazing as any in the world. Between the beach and the sand-hills just mentioned there is a fine road, running a great part of the distance between the two places. The whole coast along here exhibits unequivocal evidences of its once having been agitated by volcanic eruptions; such as lava, in irregular masses, with different strata distinctly defined. Pumice-stones also are scattered over the country for many miles inland, forming irregular hills, &c., interspersed with lava, basalt, and other volcanic productions. In pulling along this shore with my boats, I had ample opportunities of examining these relics, and making these observations.

September 13th.—We continued exploring the coast in this manner, keeping the boats close in-shore in search of fur-seal on every mile of the coast, until Saturday, the 13th of September, when we fell in with a small island, in lat. $31^{\circ} 32'$ S., long. $17^{\circ} 56'$ E., about half a mile from the shore. Here, for the first time, our search was successful. A small reef runs off from the west end of this island, to the distance of about a hundred fathoms.

From this island we followed the shore to the north-westward, passing Point Grazing, in lat. $31^{\circ} 20'$ S., and four places which are said to be rivers, viz. Zwarte Darn River, in lat. $30^{\circ} 45'$, not open; Greene River, in lat. $30^{\circ} 33'$, not open; Zwarte Lantjie River, $30^{\circ} 21'$, not open; and Koussie River, in lat. $29^{\circ} 54'$ S., long. $16^{\circ} 57'$ E.; the latter was open, and may be passed in boats only at full sea. It is closed at times, however, in the dry season, by the shifting of the sand-hills in windy weather. This may well be called Salt River, as the salt water runs up it about fifteen miles, ten miles of which is very shallow. This is the northern boundary of the cape colony.

Many of the rivers which intersect this extensive colony are merely periodical torrents, which continue to flow during the rainy season, but which, during the summer, leave their deep-sunk beds almost completely dry; and the rivulets which are supplied by the mountain springs have scarcely escaped from their lofty sources, before they are either absorbed by the thirsty earth, or evaporated by the heated air. Even the permanent rivers, some of which contain sufficient water for the navigation of small craft, for several miles up the country,

are all, except the Knysna, rendered inaccessible by a bar of sand or a reef of rocks across the mouth.

The land bordering on the seacoast in this latitude is very sandy, and only fit for grazing fields; and for many miles into the interior it seems to be destitute of arable soil. Many kinds of skins, however, may be procured here, including those of the leopard, fox, bullock, &c., together with ostrich-feathers, and valuable minerals from the head of Koussie River. Vast numbers of horned cattle are raised in the interior.

From the mouth of this river the coast tends north-north-west, a little westerly, twenty-eight leagues, to Cape Voltas in latitude $28^{\circ} 24'$ S., long. $16^{\circ} 28'$ E.; variation per azimuth $25^{\circ} 55'$ westerly. There is a bank of soundings that puts off to the west of this cape, about thirty miles, at which distance there is forty fathoms of water; the depth becoming gradually and regularly reduced as we approach the shore. This bank extends southerly along the coast, quite to the Cape of Good Hope, varying from thirty to fifty miles off-shore; and from Point St. Martin's to the last-named cape there are many dangers, lying from two to five miles off-shore. But north of St. Martin's to Cape Voltas, there are no dangers more than a quarter of a mile from the land.

The Socos Islands, laid down on the charts as lying in latitude $29^{\circ} 35'$ S., long. $16^{\circ} 34'$ E., said to be about twenty miles from the land, are not to be found. They have been represented as four in number, with several small islands between them and the continent. But I can assert positively that no such islands exist; neither is there any island of any description lying between St. Helen's Bay and Cape Voltas, more than half a mile from the main.

Cape Voltas is also very erroneously laid down, in latitude $29^{\circ} 20'$ S., and long. $16^{\circ} 31'$ E., with a deep bay running in on the north side of the cape, twenty-five miles, in an east-south-east direction, with deep water all over the bay. Now, the true and correct situation of Cape Voltas is in latitude $28^{\circ} 27' 30''$ S., long. $16^{\circ} 17'$ E. The cape is a high bluff point, projecting into the sea, and there are several rocks lying about half a mile to the west of it, beyond which there are no dangers. About one mile north of the cape there is a small bay, not more than two miles in length, and one and a half in width; within which the anchorage is not safe, as the ground is foul, and heavy rollers are continually heaving in from the westward, at all seasons of the year. Ships, however, which are in want of firewood, may lie off and on, and obtain any quantity from the head of the bay, where they will find a thousand cords piled up on the beach, which come down the Orange or Gariep River, the entrance to which is about two leagues to the north of Cape Voltas.

The land around the cape, and to the south as far as Koussie River, is high on the seaboard, running back into elevated mountains. The hill-sides are covered with very good grass for grazing cattle, but the summits of these eminences are one mass of volcanic productions. I know not how far north of Table Bay Mr. Barrow travelled, without discovering "a volcanic product;" but I am positive that such relics

might have been found in great abundance as far south as Elephant River. Mr. Barrow says, "There is neither a volcano nor a volcanic product in *the southern extremity of Africa*, at least in any of those parts where I have been; nor any substances that seem to have undergone the action of fire, except masses of iron-stone, found generally among the boggy earth, in the neighbourhood of some of the hot springs, and which appear like the scoriæ of furnaces. Pieces of pumice-stone," he continues, "have been picked up on the shore of Robben Island (or Seal Island, in the mouth of Table Bay), and on the coast near Algoa Bay, which must have been wafted thither by the waves, as the whole basis of this island is a hard and compact blue schistus, with veins of quartz running through it; and, of the eastern coast, iron-stone and granite."

If these remarks were intended to apply to the vicinity of Cape Town, or even as far north as St. Helen's Bay, a distance of more than a hundred miles from Table Bay, I have nothing to offer in opposition. But north of that, I must contend for volcanic remains.

It is said that there is no fresh water to be had on this coast, north of Cape Voltas. But this is an error; as any quantity can be had in Voltas Bay, in the rainy season, without the trouble of searching for it under ground. But by digging, fresh water may be had at all seasons of the year, at a short distance from the head of the bay, where the landing is very safe and convenient, sheltered by two small islands lying close to the beach, inside of which the water is perfectly smooth. This is also a fine place to procure bullocks' hides, fox-skins, leopard-skins, ostrich feathers, and many other valuable articles.

For the lucrative business of "jerking beef," there is not a more eligible situation on the whole surface of the globe; as any number of bullocks, in the finest order, may be purchased at fifty cents each, delivered on the beach; and for ten months in the year there is little or no rain. By penetrating the interior forty or fifty miles from the coast, which may be done with perfect safety, and without the slightest personal risk, thousands of fine fat cattle may be purchased for as many toys, and the bargain consummated under the guns of your vessel. The natives are honest and inoffensive; being in a state of nature, and having never studied the arts of deceitful villany which are practised so successfully by the children of civilization.

Should any citizen feel disposed to fit out a vessel for the coast of Africa, to procure a cargo of hides and other valuable articles, I will cheerfully communicate every necessary information on the subject; a subject which I have deeply investigated, and can speak of from practical knowledge. Such a voyage could not fail of being highly profitable to the owners and every one concerned. Had I not subsequently made more valuable discoveries in the Pacific, and were I not bound by every tie of humanity, as well as justice and honour, to restore my two captives to their native country, to which they are very anxious to return, I would myself be the first to penetrate the interior of Africa; with full confidence that in twelve months after I arrived on the coast, I could purchase, and have driven to the seacoast,

more than fifty thousand bullocks, besides the other valuable articles common to that section of the country.

This important discovery I laid before my owners, on my return to New-York from this present voyage ; but they thought me enthusiastic, the project chimerical, and refused to listen to it. I did not urge the subject, as I had a desire to seek for discoveries in another quarter ; which, as the sequel will show, proved to be a losing speculation for all concerned ; to me in particular, as I not only lost my property, but also my friends—a very natural consequence. Had I been permitted to return to Africa, the Antarctic would by this time have become as famous

“ As Jason’s Argo, which conveyed to Greece
The wealthy purchase of the golden fleece ;”

nor should I have been fated to sustain an unequal combat with the giants of prejudice and the hydras of malice and jealousy.

September 18th.—After taking on board a sufficient quantity of wood in four hours, we left Cape Voltas, on Thursday, the 18th, and steered to the north, with a fine breeze from the south, and fair weather. At 3, P. M., we reached the entrance of Gariep or Orange River, between which and Voltas Bay, on the seacoast, the land is very low, sandy, barren, and desolate. It retains this appearance for some distance from the shore ; but after running back six or eight miles, it begins to swell into hills, and still farther back it rises into lofty mountains, which stand each side of the river, on the banks of which are a few Hottentot villages. The wealth of the inhabitants consists of herds of cattle and flocks of sheep.

Orange River, though quite extensive in its course, is, in the latter part of the dry season, nearly closed at its entrance, and the water continues shallow four or five miles westward of the river’s mouth. On this shoal the sea breaks every full and change of the moon, as there is a heavy swell setting in from the west at that time. There are many valuable minerals and precious stones found in and about this river, and I have found a few grains of gold-dust at the river’s mouth. Copper and lead ore have been found here, and I have no doubt that there are many valuable mines in this part of the country. Notwithstanding the steril aspect of the seaboard, twenty-five miles up the river the soil is good, and the country well wooded. A few miles farther east are extensive plains, on which I have seen more than three thousand head of cattle, equal to any in the world. Here the soil is rich, and would produce any thing that might be put into the ground. Some of the forests are of very handsome growth, and the different varieties of plants are very numerous. I have bought bullocks here for one pound of powder each, and ostrich feathers at a proportionably low price.

Persons wishing to have communication with this river must land at Voltas Bay, and walk to the banks of Orange, as there is no landing at or near its mouth, any season of the year, on account of the continual heavy surf that is always rolling in upon this coast from the westward. This river rises far in the interior, and may be said

to commence at Campbell's Dorp, six hundred miles directly east from its mouth; being formed there by the confluence of another, called Yellow River, which rises among mountains nearly four hundred miles to the north-east of Campbell's Dorp, and eight hundred from the mouth of the Orange. Two or three other rivers also add their waters to the Orange.

Taking our leave of Orange River, we continued examining the coast to the north-north-west along a straight shore, clear of dangers, until we came to what is called Angras Juntas Bay, said to have an island at its entrance, and a bay or lagoon within the island, running six leagues north and south, completely sheltered from all winds. This I know is not the case, as I have examined every rod of this coast with my boats, in broad daylight, close to the outer edge of the surf on the beach. At the place called Angras Juntas there is a small bend in the land, running in to the eastward about a mile, the width of its mouth being a mile and a half. Here ships may find tolerable shelter, with southerly winds, and it is likewise a convenient place to have communication with the Hottentots, some of whom reside about five miles to the north-east of this bay. There is a small rock that stands to the south-west of the south point about two miles, with deep water all around it.

At the entrance of this bay there is fourteen fathoms of water, which gradually lessens to five fathoms, about half a mile from the bottom of the bay, sandy bottom. But the best anchorage is under the south shore, one-fourth of a mile from the point to the south-west, in six fathoms, sandy ground. This place is situated in latitude $27^{\circ} 47' S.$, long. $15^{\circ} 50' E.$

September 20th.—We continued steering to the north and west, critically examining every mile of the coast, until Saturday, the 20th, when we arrived at Whale Bay, which is in latitude $27^{\circ} 23' S.$ This bay is unsafe for ships to anchor in, on account of the shoal water in every part of it; but they may anchor outside of two small islands which front the bay, lying half a mile from the shore, on which may be taken a few fur-seal, in the proper season. The landing on the south side of the bay is good, and an eligible place for trading with the Hottentots, who inhabit a small village which stands in a pleasant valley, ten miles inland. They frequently stray down to this bay in search of shellfish, and will dispose of bullocks, sheep, and ostrich feathers on very favourable terms. I can recommend these men for trusty guides for any person that may wish to take an excursion into the interior. The coast along here is nothing but one sandy desert, with the exception of a few rocky hills composed of volcanic substances.

From this place we followed the coast to Elizabeth Bay, which is fronted by Possession Island. The centre of the island is in latitude $26^{\circ} 57' S.$, long. $15^{\circ} 8' E.$ Between this place and Cape Voltas there are many small islets and reefs, lying half a mile from the shore; but there are no dangers at double that distance from the land; and ships, if becalmed, may anchor five miles from the coast, in from fifteen to twenty fathoms, sandy bottom. These soundings extend along the whole range of coast.

Possession Island is three miles in length, and near one mile in width ; forming, on the east side, a concave curvature, in which ships will find good anchorage in from seven to four fathoms, sandy bottom, and smooth water. The landing is also good in front of the anchorage, near the centre of the island, half a mile from the beach. At this place, in the months of August, September, and October, any quantity of penguins' eggs may be collected ; and fish of an excellent quality may be caught in great abundance about the shores.

On the surface of this island I saw the effects of a pestilence or plague, which had visited the amphibious inhabitants of the ocean with as much malignancy as the Asiatic cholera has the bipeds of the land. The whole island was literally covered with the carcasses of fur-seal, with their skins still on them. They appeared to have been dead about five years, and it was evident that they had all met their fate about the same period. I should judge, from the immense multitude of bones and carcasses, that not less than half a million had perished here at once, and that they had all fallen victims to some mysterious disease or plague.

There are a few sunken rocks lying off the south point of the island, about three-quarters of a mile, on which the sea generally breaks. There is also a reef running off the north-east end of the island, about three miles, on which the breakers are frequently very heavy. These reefs both incline to the eastward, which promotes the smoothness of the water in the harbour. Between the island and the continent, or rather between the extreme points of the reefs and the mainland, the channel is three miles wide, with from fifteen to ten fathoms of water, sandy bottom, and free from dangers. Ships intending to anchor at this island while the south winds are fresh should approach the anchorage from the south, and leave it by the opposite passage.

A Hottentot village, of limited dimensions and population, is situated about twenty-five miles east-by-south from the bottom of Elizabeth Bay ; and another, somewhat larger, will be found on an east-by-north course, fifteen miles farther inland, containing about seven hundred inhabitants. Between this village and the seacoast is a dreary sandy waste, destitute of water, soil, and vegetation ; with the exception of a small valley, in which there are several fine springs, where cattle that are driven from the interior may renew their stock of fresh water. Forty miles on an east-by-south course from the landing, on the south part of the bay, are several small villages, inhabited by a very civil in-offensive race of Hottentots, who raise a considerable number of cattle and sheep. But seventy-five miles farther inland the cattle and sheep are almost innumerable, and may be purchased at a very low rate ; say twenty-five cents per bullock, and five cents for sheep ; besides the skins of other animals, ostrich feathers, and ivory. At that distance the land is very fertile, and would produce any thing put into the soil.

But the farther you advance into the interior, beyond one hundred and twenty miles, the larger and more numerous are the herds of cattle, which may be purchased for a still lower price, to be delivered and paid for on the seacoast. There is no more danger in travelling

into the interior of this part of Africa than there is in travelling from New-York to Boston; providing the travelling party take no arms with them, and no more wearing-apparel than is absolutely necessary. On all my excursions into the interior of this country I was careful to go unarmed, and dressed in nothing but a pair of duck trousers and a duck frock. Thus presenting nothing to excite their cupidity, I was invariably treated by the natives with the greatest kindness and hospitality, as they would freely share with me their last morsel of food. I should not hesitate, therefore, to travel across the continent of Africa, if suitable encouragement were offered, as I am confident that the enterprise would be attended with no personal hazard so far as the natives are concerned.

Sept. 24th.—Seventeen miles to the northward of Possession Island is Angra Pequena Bay, where we arrived on Wednesday, the 24th. The westernmost point on the south side of this bay is in lat. $26^{\circ} 39'$ south, long. $15^{\circ} 7' 30''$ east. This is a high bluff point, rendered conspicuous by a marble cross erected on the summit in 1486, by Bartholomew Diaz, a Portuguese navigator. This monument of his successful enterprise along the coast of Africa is still standing, after having braved the storms and heats of three centuries and a half. About four miles eastward of this cross is Angra Point, which has a small rocky reef, lying north-by-east, half a mile from the shore, between which and the point there are five fathoms of water. But I should always advise strangers to pass to the north of this reef, giving it a berth of half a mile. After passing the reef you will open a lagoon running in to the southward, between four and five miles, the entrance to which is one mile and a half wide; a clear passage, with seven fathoms in the middle of it, becoming gradually more shallow as you approach the head of the lagoon or either shore. After advancing about three miles up this lagoon, you will find four fathoms of water, muddy bottom, and here is the best anchorage under the western shore, about a quarter of a mile from the beach.

Two miles east-by-north from Angra Point, and due east of the reef just mentioned, are two small islands, about one mile from the mainland, lying parallel with the coast, which runs here nearly north and south. Neither of these islands exceeds a mile in length; but the southern one shelters good anchorage in five fathoms of water, clay bottom. The best situation to anchor in on the east side of the south island is near its centre, about two cables' length from its shore; leaving a single rock, that lies level with the surface of the water, and nearly mid-channel, about half a mile to the north of the passage. This harbour may be entered and left with perfect safety, either from the north or south end of the island; but I can recommend the southern passage as being the most easy, and entirely clear from dangers twenty fathoms from either shore. The anchorage under the northern island is unsafe, there being several sunken rocks between it and the mainland, which do not always show themselves.

These two islands have once been the resort of immense numbers of fur-seal, which were doubtless destroyed by the same plague which made such devastation among them on Possession Island, as their re-

mains exhibited the same appearance in both cases. Shags and penguins had now taken entire possession of these two islands, in such numbers that ships might procure any quantity of their eggs in the months of September, October, and November; and have them entirely fresh, by clearing out the old from the nests, and gathering the new every morning. These islands present the appearance of volcanic productions of an ancient date, as do also some of the mountains in the interior of the mainland.

Navigators who visit this coast for the purpose of opening a trade with the natives of the interior should make Angra Pequena their principal rendezvous to the south. By travelling forty miles due east from the sea, they will come to fresh water, and will meet with Hottentots who are very friendly, and may be trusted. This excursion, however, thus far, is not pleasant, being over a barren sandy desert; but every mile you proceed farther the prospect brightens, the soil becomes rich and fertile, and the country abounds with all the productions of the climate. The inhabitants soon become numerous, and the grassy plains are covered with immense herds of fine cattle. The forests remote from the villages are the hunting grounds of the natives, where they kill or take various kinds of wild beasts for their valuable skins; such as leopards, lions, zebras, gray foxes, &c., together with birds of a beautiful plumage. Here are antelopes, sheep, and ostriches in abundance; elephants, jackals, ant-bears, porcupines, hedgehogs, baboons, apes, monkeys, &c. The country to the north-east of Angra Pequena abounds with ores and minerals, which, together with ivory, ostrich feathers, and other valuable articles, can be had low. The bay of Angra Pequena affords an immense quantity of excellent fish, of many different kinds, which may be caught either with a hook and line or a seine.

Navigators have reported, and it is so marked on maps and charts, that this region of the western coast of Africa is entirely destitute of fresh water; and that none is to be found between the sixteenth and thirty-first degrees of south latitude. This idea is founded in error; for I have found many places, while travelling along near the seashore on this coast, where fresh water may be had in any quantity by digging very shallow wells. To the north of Angra Pequena, about ten miles, there are many fine springs of excellent fresh water, about one mile from the seacoast, where any quantity of the pure limpid element can be obtained for a dozen ships at a time. The naiads of these fountains are female Hottentots, who, like the damsels of Padan-aram, are drawing water for their flocks. They, as well as the other sex, are very friendly, and will furnish a stranger with refreshments, and the most trusty guides, if he wishes to penetrate the interior. I have experienced their fidelity in many extensive excursions; and therefore speak from practical knowledge. Ten or twelve families are generally near each of those springs.

I can also refute another erroneous statement respecting this coast. It is said there is a dangerous shoal lying between three and four leagues to the west of Angra Pequena, in lat. $26^{\circ} 35' S$. But I can assert, with the greatest degree of confidence, that there is but one shoal on any part

of this coast, south of Spencer's Bay, that lies more than four miles from the mainland; and this one lies north-north-west from Angra Pequena, or Santa Cruz, about fifteen miles.

October 2d.—On Thursday we got under way, and steered to the south, to examine a few rocks which lie about one mile off-shore from the mainland, and nearly half-way between Possession Island and Angra Pequena, or Santa Cruz. These rocks are small, but evidently of volcanic origin, and have fine anchorage between them and the mainland, in five fathoms of water, sandy bottom, sheltered from all winds. But their greatest attraction in our estimation was their dense population of fur-seal, with which they were literally covered. We of course secured a few of these animals, or rather a few of their valuable jackets. In going into the anchorage just mentioned, you pass the north point of the ledge, leaving the rocks on your right-hand half a cable's length distant, and then haul immediately round to the south, and anchor abreast of the middle of the ledge, about mid-channel.

October 6th.—From this anchorage we steered once more to the north, and passing Angra Pequena we arrived at Ichaboe Island on Monday, the 6th of October. This island, which is about one mile in circumference, lies eight leagues to the north and west of Angra Pequena, and not more than a mile and a half from the shore. On the east side of this island ships may anchor in perfect safety, in five fathoms of water, sand and clay bottom, about two cables' length from its shore. The safety and convenience of this anchorage are owing to the following circumstances:—A point of land from the continent extends three or four miles into the sea, to the south of the island; and from the extremity of this point a reef puts off in a north-west direction, until it nearly meets a reef that projects from the west side of the island. Another reef puts off from the north-east point of the island; consequently a bay is formed, in which a ship might lie all the year round, in perfect safety and smooth water. But in coming to this anchorage care should always be taken to pass round the north end of the island, giving its north-east point a berth of half a mile, which will avoid all dangers. In working into this harbour the shore on the main may be approached within two cables' length.

This is a fine place for making captive the great leviathan of the ocean, the right whale, great numbers of which strike on this part of the coast about the middle of June. They are in the habit of playing about the reefs of the island, and that which runs from the continental point before mentioned; and as the south wind generally prevails, there is no difficulty in getting the dead whale alongside of the ship. Scale-fish may be caught at the anchorage with hook and line; or at the bottom of the bay with a seine, in great quantities. An abundance of crawfish may also be caught with a hoop-net, all around the island, within fifty fathoms of the shore.

Eggs also may be obtained here in great quantities. In the months of October and November this island is literally covered with jackass-penguins and gannets, which convene here for the purposes of laying and incubation. The nests of the gannets are formed like those of

the albatross, but are not so much elevated; while the jackass-penguins lay their eggs in holes in the ground, from twelve to thirty inches in depth, which they guard with the strictest vigilance. I have seen them stand at the entrance of these holes and protect their eggs or young ones with the most resolute perseverance, until they were removed by superior physical strength. They frequently lay three or four eggs, but the gannet seldom lays more than two.

This island is formed of volcanic materials, and its shores are resorted to by multitudes of fur-seal; we took about one thousand of their skins in a few days. The surface of this island is covered with birds' manure to the depth of twenty-five feet. The south-east part of the bay, on the mainland, directly opposite the island, is the finest place on this part of the coast for jerking beef, it being only four miles from a Hottentot village and the springs of fresh water before mentioned, which will supply any number of cattle. Here also I travelled into the interior to a considerable distance, and found that the farther I advanced to the north-east, the more numerous were the herds of cattle and flocks of sheep; while the skins of leopards, gray foxes, &c. could be obtained with the utmost facility; together with ivory, ostrich feathers, and other valuable products of the country.

October 20th.—Having taken as many fur-seal skins as was practicable, we weighed anchor on Monday, the 20th, and steered to the north, carefully examining the coast for fur-seal. I had now fully made up my mind that a series of voyages to this coast for jerking beef, and trading for other articles with the natives, would prove a most brilliant enterprise, and make fortunes for all concerned. So fully was I impressed with this idea, that I determined to propose it to my employers immediately on my return, not doubting for a moment that they would view it in the same favourable light. In the last particular I found myself mistaken, as I have already mentioned. But it really appears astonishing to me that some men of capital do not see the golden opportunity at a single glance, and seize on it with avidity. An investment of thirty thousand dollars only, if properly managed, would in two years produce a profit of from ten to fifteen hundred per cent.!

October 22d.—On Wednesday, the 22d of October, we anchored on the east side of Mercury Island, in four fathoms of water, about two cables' length from the island, which is situated in latitude $25^{\circ} 42'$ S., long. $14^{\circ} 58'$ E. It is one mile in circumference, of an oblong shape, lying north and south, and is three-quarters of a mile north from the south-west point of Spencer's Bay, and one mile and a half west from the north-east point of the same bay. Both passages are easy, and free from dangers; and the best anchorage is on the east side of the island, about one hundred and fifty fathoms from its shores, in five fathoms of water, sand and clay bottom. I would not advise ships to anchor to the south side of the bay, as a heavy westerly swell heaves into it, on the full and change of the moon; but let them anchor close under the island, and they will lie perfectly safe, in smooth water.

The south point of Spencer's Bay presents several high peaked

rocks, nearly six hundred feet perpendicular, at the water's edge. Whales frequent this bay in considerable numbers, in the months of July and August. Seal of the fur kind also frequent the shores of Mercury Island, while its summit is thickly inhabited by penguins and gannets, during their laying and incubation season. The shores and surface of the island present many specimens of volcanic productions, as do also those of the continent in this vicinity, extending some distance into the country.

There is a Hottentot village about forty miles on an east-by-south course from the head of the bay, containing about two hundred and fifty inhabitants, and situated in a fertile valley, watered by several springs of excellent fresh water. There are also four refreshing springs between the village and the bay. The interior of the country abounds in cattle, sheep, deer, bucks, wolves, gray foxes, elephants, and ostriches, in greater numbers than it does farther south; which may be had for any price you please to give, in the way of barter; for money would be of no more use to them than an equal weight of sand would be to us. Offer them such articles as their circumstances require, and they will trade in the most liberal and honest manner.

I am aware that most people have imbibed the mistaken idea that these natives are treacherous, and cruel, and bloodthirsty, and every thing that is bad. It is no such thing. I make the assertion on personal experience and practical knowledge. There is no more danger in travelling two or three hundred miles in the interior of this country for the purpose of purchasing cargoes, than there is in travelling among our own Indians in the state of New-York; provided you take no temptations with you, and no other arms than a musket. Whatever you purchase of the natives is sold in good faith, to be paid for according to contract on the delivery of the articles at the beach, and not before. Under this arrangement, they could not defraud you, were they so disposed; and were there no other safeguard for your person, the prospect of this payment would be amply sufficient. But their natural dispositions are friendly and humane; and if you treat them with kindness, they will repay your favours more than ten to one. When they deliver the cattle and other articles at the beach, give them the articles in return for which they stipulated, and they are satisfied; but I would recommend a little extension of courtesy on these occasions, by presenting their chiefs a few tasteful trifles which may attract their attention. Whatever you bestow in this way, will not be thrown away, but returned to you sevenfold in some other shape, or on some other occasion.

While on this subject, with a special reference to the purchase of cattle and the jerking of beef, it may be well to mention that there are many salt-springs in the valleys at the head of Spencer's Bay, where salt might be manufactured in immense quantities, if properly attended to. But perhaps it would be full as cheap to bring the article from the Cape Verd Islands, to jerk your beef and cure your hides; which is necessary to prevent the invasion of bugs and other insects.

November 6th.—After taking about a thousand fur-seal skins from

Mercury Island, and examining the interior of the country at a great distance inland, we got under way, on Thursday, the 6th of November, and steered to the north, for Bird Island, where we arrived on the following day.

This little island, which is not more than the fourth of a mile in circumference, is in latitude $24^{\circ} 38' S.$, long. $14^{\circ} 22' E.$, and about three leagues from the mainland. A reef of rocks runs off from it, in a south-west direction, about five miles, on which the sea breaks at times very heavily. A vast number of right whales frequent this reef in the months of July and August; and a ship may lie at anchor on the north side of the island, in ten fathoms of water, all the whaling season, in perfect safety, if she has chain cables. This island is resorted to by seal, gannets, and penguins; and we took here the skins of fourteen hundred fur-seal at one time, although the landing was very bad. The passage between the island and the continent is about nine miles in width, free from hidden dangers, with a depth of water from twenty to ten fathoms, near the mainland.

The Alligator Rocks, as laid down on the chart, I could not find, after two days spent in the search. I therefore conclude that there is no such reef, but that Bird Island has been seen in a haze, and mistaken for a danger which does not actually exist. The extreme haziness of the weather peculiar to this coast might very easily have deceived Captain Wood, of his Britannic majesty's ship *Garland*, when he thought he had discovered a reef here, in 1798; for I have frequently been running along this coast, not more than one league from the land, when the sand-hills which line this part of the coast have appeared to be five or six leagues from the vessel.

I have no doubt that Bird Island is the effect of some mighty convulsion of nature, which has piled together in an irregular form loose blocks of stone, basalt, lava, and other volcanic productions. The waters around its shores, however, abound with many kinds of excellent scale-fish, which may be caught with hook and line in great quantities. A few turtle, also, may be found on a small sandy beach on the east side of the island.

November 15th.—This was William Ogden's birth-day, and the termination of his minority. There was a melancholy interest that hung about this young man, not often noticed among the rough sons of Neptune. Though foremost in the discharge of active and hazardous duties, he seemed to shrink within himself the moment there was no further demand for his exertions. When rallied on his abstraction, he would by a sudden effort rouse himself to cheerfulness, and even gayety; but a cloud would soon come over the sunshine of his countenance. Those who attributed these changes of weather to some affair of the heart were not a thousand leagues off their reckoning, as I afterward ascertained.

November 16th.—On Sunday, the 16th of November, we left Bird Island, and continued our examination of the coast to the northward, with a gentle breeze from south-by-west, and fair weather: and,

November 18th.—On Tuesday, the 18th, we arrived at the mouth of what is called Sandwich Harbour, said to have three fathoms of

water in its channel of entrance. Although we found only eleven feet at high-water in this channel, I have no doubt that there was a time, some years back, when its depth was full three fathoms, and that it has been filled up by drifts of sand, the movements of which along this coast forcibly reminded me of the snow-drifts of my native country; every fresh southerly wind forming new sand-hills, exactly as new snow-banks are formed at home, by a fine, clear cold north-wester.

This lagoon runs into the southward, about two leagues, with seven, five, three, and two fathoms, nearly all over it. It is formed on the east by a high white bluff sand-hill; and on the west by a low sandy peninsula nearly level with the sea; with shoal water on the seaboard side for more than a mile to seaward. The entrance of the lagoon is very narrow, being not more than a quarter of a mile wide, and formed by two low sandy points, situated in latitude $23^{\circ} 35' S.$, long. $14^{\circ} 28' E.$ Variation per azimuth in 1828, $23^{\circ} 15'$ westerly.

Perhaps there is not a finer place on the whole coast than this for taking fish with seines. Many different kinds of fish resort to this lagoon; one of which bears a strong resemblance to our "streaked bass;" and is as fat and delicate-flavoured fish as our salmon. There are many other sorts, equally good, but of a smaller size. Many cargoes of fish might be taken from this lagoon in a short time; and they would sell for a good price at St. Helena, Cape of Good Hope, Isle of France, or the Isle of Bourbon. Green turtle also visit the sandy beaches for the usual purposes.

November 22d.—We left Ponta dos Ilhoes, or Sandwich Harbour, on Thursday, the 20th, and steered to the northward, examining the coast in search of fur-seal; and on Saturday, the 22d, we arrived at Walwich Bay, the west point of which is very low, and lies in latitude $22^{\circ} 53' S.$, long. $14^{\circ} 24' E.$ The entrance to the bay is one league broad, running to the south two leagues; one league and a half of which is navigable, and the depth of water in going in is from twelve fathoms to three, mud and clay bottom near the head of the bay.

The east side of this bay is formed by moderately elevated sand-hills, near the seashore, and the west side is formed by a very low sandy peninsula, not more than fifteen feet above the level of the sea at any place. The isthmus is very narrow, it being not more than twenty rods from the head of the bay to the seashore. The peninsula, however, is from one to three miles in width. In entering this bay, it is necessary to give the west point a good berth, of nearly half a mile, on account of a sand-bank that runs off from it, in a north-north-east direction about a quarter of a mile, on which there is only six feet of water at low tide. After doubling this point, in advancing up the bay, it is proper to give the western shore a berth of one-fourth of a mile; taking care not to approach to it any nearer, as the water becomes shallow very suddenly, from five fathoms to two, and even to four feet, at low water. This is a mud bank, which stretches all along the western and southern shore of this bay; but the eastern shore is bold one cable's length from the beach, nearly to the head of the bay.

This bay and its vicinity, in the months of August and September, are visited by great numbers of right whales, which resort thither for the purpose of bringing forth their young. Fish also, of various kinds, and in great abundance, may be caught here with a seine; but it is difficult to haul the seine on shore in any part of the bay excepting the eastern shore, on account of the mud flats. Ships visiting this bay for the purpose of taking whales, in the months before named, should anchor about half a mile within the bay, under the western shore, in five fathoms of water, muddy bottom. In this situation they will be enabled to see whales from the mast-head, outside of the bay beyond the peninsula; and at the same time lie in safety, as northerly winds never blow here more than a royal breeze, and that for a few hours only. They will also gain much time, and save much labour, in getting the whales alongside the ship; as the wind blows nearly all the time from the south; and often, in the afternoon, a single-reef breeze. But it is generally calm at night, and in the fore-part of the day. The water is entirely smooth all over the bay, and consequently it is as safe as well as a spacious harbour at any season of the year.

The interior of the country to the eastward of this bay presents a dreary range of desert sandy mountains and valleys, entirely destitute of soil, or vegetation of any kind, for twenty or twenty-five miles inland, with the exception of a few valleys that lie to the east-south-east and south-east of the head of the bay, in which are a few Hottentot villages, with small herds of cattle and sheep, that feed on such coarse grass and shrubbery as they can pick up.

About three miles from the south-east part of the bay, on a south-east-by-east course, is a small village, where fresh water may be had from many springs in the valley. This water possesses a peculiar flavour, not unlike sassafras tea, but it is not in the least brackish. The village contains about two hundred and fifty inhabitants, who often visit the bay for the purpose of fishing. I have frequently had them on board the vessel, and have purchased from them cattle and sheep, which were in fine order. I uniformly found them to be a very friendly, harmless, inoffensive people, but very indolent and filthy, and somewhat given to thieving.

Their tents or wigwams resemble those I have seen near the Strait of Magellan, and are sufficiently capacious to accommodate two or three persons. A number of poles are stuck in the ground, in a circular form, the tops of which are fastened together in a point by a leather thong. Over the summit of this conic frame is thrown a bullock's hide, to which others are attached, until the simple habitation is completely protected from the weather. Their clothing is made of the skins of the gray fox, the deer, the leopard, &c., sewed together with the sinews of the animals, in the form of a blanket, which they throw over the shoulders, with the hair-side next to their bodies, being tied around the neck, and hanging down to the feet. Both sexes dress in the same manner, the female being distinguished only by the profusion of her ornaments: these consist of shells, bones, and minerals of different kinds, and are worn about the neck and wrists; but the men have nothing of the kind.

Though the sole wealth of this people consists of cattle and sheep, they derive much of their sustenance from the ocean. Their implements for fishing and hunting are the spear and the bow; the former is made of a heavy hard wood, and is generally about sixteen feet in length: this wood resembles our yellow ebony, but the grain is not quite so fine. Their bows are made of the same kind of wood, and measure about five feet in length, being two inches wide in the centre. The arrows are of reed, about three feet long, and pointed with hard wood and flint. Both sexes are very expert with these weapons. I have frequently seen them shoot gulls on the wing at fifty yards' distance; and they seldom fail of placing the arrow in the body of the bird. They are equally expert with the spear in catching fish,—frequently striking one of seven to ten pounds' weight at the distance of twenty-five to thirty yards. Their fishing excursions generally detain them from home three or four days: they salt all the fish which they take over and above what they consume on the spot, which they always eat raw, and the small ones are devoured without even divesting them of their entrails. They procure their salt from the springs at the head of the bay.

In appeasing the cravings of hunger these people are, in fact, horribly disgusting to a civilized person,—being actually fonder of the entrails of cattle and sheep than of any other part. On my killing some of these animals on the beach for the use of our crew, the natives devoured the entrails raw, before they were cold. I offered them some of the beef, but they refused it, and gave me to understand that the entrails were the best part of the creature in their estimation. In eating eggs, their fastidious delicacy is even more conspicuous; for they will not touch one until incubation is nearly perfected, protesting that fresh eggs are not fit for food. At their villages I observed that they roasted their beef, as they did also the flesh of wild beasts. The entrails, however, were seldom cooked, as the luxurious epicures preferred them warm from the animal.

When they have been successful in taking a great number of oceanic birds, which is often the case in the laying season, they bury them in the sand, with their entrails in them, until they become quite green. This takes all the fishy taste from them, and they become very tender. They then take out the entrails, skin the birds, and dry their bodies in the sun, which will so effectually cure them in forty-eight hours, that they may be laid away for twelve months without receiving any injury. Indeed, such is the purity of the air on this part of the coast, that I have had a quarter of fresh beef, weighing two hundred weight, hanging in the rigging until it became perfectly dry, without becoming tainted in the slightest degree, even next to the bone. What stronger evidence need be adduced to prove the excellence of this location for jerking beef? The atmosphere is pure, warm, and dry; and for ten months of the year there is scarcely a drop of rain. Very little falls during the other two months.

CHAPTER IV.

Excursion into the Interior—Description of the Natives—Face of the Country—Natural Productions—Sudden and transitory Vegetation—Droves of Elephants—Return to the Vessel—Sail from Walwich Bay—Arrive at Mercury Island—A most afflicting Disaster, in the Loss of Ogden—Tribute to his Memory—Arrive at Point St. Helen—Wreck of the English Brig Columbine—An Offer to save her Cargo rejected—Arrive at Table Bay—Description of the Place—Sailing Directions—Phenomenon of the Tablecloth—Sail from Table Bay, and again steer to the North.

As the season was not yet sufficiently advanced for the seals to come up in their usual numbers on the islands and rocks to the south of our present position, or between Walwich Bay and the Cape of Good Hope, I determined to improve the interim by making a deep excursion into the interior of the country, in order to acquire all the information that could be obtained respecting the feasibility of my favourite project. In pursuance of this object, I proceeded from the head of the bay, in the direction of east-south-east, to the distance of nearly one hundred and fifty miles; occasionally falling in with several different tribes of the natives, who all treated me with marked kindness and hospitality, evincing a willingness to share with me every thing they had. Some of their principal men volunteered to accompany me as guides and companions from one village to another, and furnished me with a tame bullock to ride on, after the fashion of the country. This animal was changed for a fresh one every fifteen or twenty miles.

From the many deserted villages which we passed, it would appear that these people shift their ground; and when the pasturage becomes exhausted in one valley, conduct their flocks and herds to another, by which means their cattle and sheep are kept in such excellent order for the market. Fifty miles from the seashore, the land becomes very rich, and the grazing fields or plains are covered with heavy grass, of a fine soft fibre. I think I speak within bounds in saying, that some of these valleys contain from five to ten thousand head of cattle, all perfectly tame, "sleek and well favoured," besides three times that number of sheep. And there are hundreds of valleys between the fourteenth and twenty-fourth degrees of south latitude containing immense wealth in other things, as well as herds of cattle, most of which may be purchased at a very low price, and paid for in the manufactures of our own country.

The face of the country here is much diversified, and abounds with limestone, without petrifications; clay, slate, sandstone, quartz-rock, granite, &c. In the hills are vast bodies of limestone, lying in horizontal strata upon granite and slate. In the valleys, and on the summits of some of the hills, not more than fifty miles from the seashore, are extensive beds of coral, the most elevated of which is at least seven

or eight thousand feet above the level of the sea. On some of these summits the coral is entirely in its original state, standing exactly as it does in the coral beds which are seen beneath the surface of the sea. I found this submarine production to be friable in various degrees; the extremities of some of the branches, being from three to four feet above the sand, were easily reduced to powder; while those that were in the valleys, or near the surface of the sand, required some force to break them from the rocks in which they appeared to be rooted.

I have frequently seen coral on land, a mile or two from the seashore, but never so far from the ocean, or at so great an elevation, as in the present instance, nor in the same state of perfection. The question naturally arises, how came it here, unless this part of the continent once formed part of the ocean's bed? If so, at what period of time did it emerge from the watery element? Can philosophy answer these questions?

Perhaps every reader is not aware that coral is an animal production. It was formerly supposed to be of a vegetable nature, but is now found to be composed of what men of science term a "congeries of animals, endued with the faculty of moving spontaneously." Coral is, in fact, a mass of minute animals adhering together in the form of vegetable branches; taking root like plants, and growing up in stems. They are different from plants, however, inasmuch as they are furnished with sensation and spontaneous motion; and they differ from other animals in being destitute of blood-vessels, vertebræ, spinal marrow, and connecting muscles and limbs for locomotion. They are distinguished by the form of their branches, and are found in the ocean adhering to stones, bones, shells, &c. The islands in the South Sea are mostly coral rocks covered with earth. The coral animals begin their labours on the summits of submarine mountains, and work up to the surface.

The immense numbers of this class of zoophytes must exceed the furthest stretch of human imagination. Chains of coral reefs may be traced from the Sandwich Islands, in the Pacific Ocean, to the coast of Sumatra, a distance of nearly six thousand miles, with a depth and width correspondingly vast. This is one of the numerous subjects which a reflecting mind cannot contemplate without being lost and swallowed up in a vortex of wonder and astonishment! "How wonderful are Thy works! In wisdom Thou hast made them all!"

In this excursion I found copper, lead, and iron ores; and from unequivocal indications I have no doubt that gold and silver ore may be found in this part of the country; together with precious stones, spices, and valuable drugs. I also collected several large grains of gold-dust from broken quartz-rock, and among the gravel and sand produced by its fragments, from which I infer that considerable quantities of that precious article might be obtained through the assistance of the natives. I regretted very much that on this occasion I was not accompanied by some scientific gentleman, well versed in mineralogy, botany, &c. Those gentlemen, for instance, who sailed from New-York in the following year (1829), on board the brigs *Seraph* and *Anawan*, of that port, would have found an ample field for their scientific researches in

this unfrequented part of Africa, as well as on the many unexplored islands which I visited in my last voyage in the North and South Pacific Oceans.

In returning from the interior towards the seacoast, I paid some attention to the nature and character of the soil, which in many instances I found to be a loam of sandy clay, often from ten to fourteen inches in depth, mixed with particles of ochre,—a sort of earth consisting of alumina and red oxide of iron. Such a soil, hardened by an African climate to the consistency of sun-baked bricks, would seem to promise but a sorry vegetation. But the germs of vegetable life are concealed and preserved under the surface of this almost impenetrable crust during those months in which the rains and dews of heaven are withheld from this region of the earth.

In the month of June, when the rains begin to fall, and soften this hard layer of loam, the fibres of the torpid plants receive the grateful moisture, and the resuscitated germs push aside the now yielding clay, and shoot forth in a thousand tender forms of vegetable life and beauty. In a few days the whole steril waste is clothed in a soft and delicate robe of green, which soon becomes enamelled with blossoms of every hue, and of the most delightful fragrance. Millions of these delicate flowers ornament the hills and spangle the valleys, while the whole atmosphere is perfumed with paradisiacal odours. “The desert now blossoms as the rose,” and “the parched heath becomes a garden of flowers.” The Hottentots now descend from the mountains, and advance into the plains nearer the seacoast, where they find an abundance of sustenance for their flocks and herds. Antelopes, ostriches, and other animals also descend into the valleys, which greatly increases the beauty of the scene.

But, alas! when nature thus suddenly plays the prodigal, she soon exhausts her means, and becomes a niggard again. This beautiful scene is soon stripped of its glory. In the month of September or October the flowers fade, and the leaves fall to the earth; and the incipient germs of future fertility, the property of another year, are safely locked up in their prison of clay, from whence they will be again called forth by the benign influence of a periodical rain. At this dry season, when the grass is withered, the succulent plants alone furnish food for the herds and flocks, both wild and tame. The streams and rivulets soon dry up, but the springs in the valleys never cease to flow; and they supply the different kinds of animals with sufficient water to allay their thirst. But when vegetable life refuses to act in the valleys, they return to the mountains, with apparent reluctance; and some of them will remain in the valleys a long time, feeding upon succulent plants, which afford them both food and drink.

In crossing the sandy deserts, which extend from the seacoast about forty miles inland, and about eight hundred miles north-west and south-east, we find that this parched and arid plain is intersected, in various directions, by the vacant beds of a number of small streams; which, though mostly dried up, can be easily traced and clearly distinguished by the dark green mimosas which grow along their banks, and which

form the only instances or symptoms of vegetable life throughout the whole dreary waste. This is indeed a retirement fit for the diffident, unobtrusive sensitive-plant.

The natives of this part of the country are not like those to the south of this place, nor those to the north of the fourteenth degree of south latitude, who employ the principal part of their time in hunting the elephant, the antelope, and other peaceful animals, from the spoils of which they enrich themselves. But these natives never molest the elephant, nor any other animal, except for the purpose of providing themselves with necessary food and clothing. The consequence is, that, hunted from their native forests, at the north and south, the persecuted animals retreat to this unfrequented region for protection, and here they live in security, rapidly increasing in numbers. The quiet and peaceable elephant is here the monarch of the forest, and his race has become very numerous in the interior. From my Hottentot guides I learned that they roam in vast herds through the densely-wooded tracts of the country, disputing the right of sovereignty even with the African lion. Matchless in size and strength, yet tranquil, peaceful, and majestic, they march in herds or troops, headed by the most ancient of their number, who acts as king, chief, or leader, to the party. They lead a social, almost a moral life; molesting neither man nor beast, unless first assailed by them.

Droves of elephants have frequently passed within one hundred yards of our party, without deigning to notice us with any more attention than we should in passing so many ants on the road. In all collisions with these sagacious animals, man is always the first aggressor, to which act he is incited by cupidity alone. Their ivory tusks form the most valuable article of trade that Africa can boast, gold dust excepted. It is generally supposed, from the prodigious strength of the elephant, his almost impenetrable hide, his rapid though clumsy movements, that he is a most desperate and perilous object of attack. But those Africans who make it a business to take them succeed without much difficulty, by forming pits and snares of various descriptions, into which they are treacherously inveigled.

December 13th.—Having finished my excursion, and returned in safety to the vessel at Walwich Bay, examined the salt springs, and procured a supply of beef and mutton from the natives, we again found ourselves in readiness for sea, as it was now time to retrace our steps, and look for seals to the south. The reader will remember that from Saldanha Bay to our present anchorage, a distance of more than ten degrees of latitude, we had critically examined every mile of the coast; our boats being, at no time, more than one or two cables' length from the breakers, and all by daylight. I can therefore say, with confidence, that there are no other dangers along this part of the coast than what I have pointed out and described; and every navigator who follows these directions will be sure to keep his ship afloat. It will not be necessary, therefore, in passing over the same ground, to recapitulate the facts already stated.

December 15th.—On Monday, the 15th, we once more put to sea,

and steered a southerly course for Mercury Island, touching at Bird Island on the way, from which we took a few fur-seal skins. We continued plying to the southward, with the wind from south-south-west during the day, and south-south-east during the night, until we arrived at Mercury Island, on Monday, the 22d. Here we commenced taking seal, and although the landing was very bad, I adhered to my usual custom of leading the gang; a custom which every ship-master should adopt who is engaged in this business, as it never fails to promote the interest of all parties.

In scaling the rocks and precipices of an unsheltered shore, to attack a large body of these ferocious amphibia, some hazard is necessarily incurred, and some courage consequently required; and I have always found a vast difference in the result, whether I sent my men ahead with the words "*Go on, men! Go on!*" or led the van myself, with the more animating exclamation of "*Come on, my lads! Come on!*" The latter language seems to kindle the fire of enthusiasm in every bosom; to inspire them with new courage, and to endue them with redoubled vigour. They rush forward reckless of danger, placing the fullest confidence in the experience and cool intrepidity of their enterprising leader.

December 24th.—On Wednesday, the 24th, I landed with a party of twenty-three picked men, with the intention of taking a large body of fur-seal, which were assembled on the west side of the island. The sea was tolerably smooth, and the men in fine spirits, with the prospect before them of surprising and destroying an unsuspecting army, which would yield them such valuable spoils.

Our schooner lay at anchor on the east side of the island, in four fathoms of water, about two cables' length from the shore. While manning the boats and pulling for the shore, the men were made acquainted with my intended plan of attack, and received their orders accordingly. I have already intimated that there is no spot on any side of this little island where a landing can be effected with ease and facility. But to minds resolved no difficulties appear too formidable to be surmounted.

As our boat left the vessel's side, several of the men were guessing, and proposing trifling bets, on the probable number of seal which were to yield us their jackets on this occasion; at the same time dropping some jocose remarks on the confusion which our unexpected appearance would cause among the amphibious members of the defenceless community whose social arrangements and domestic enjoyments we were about to annihilate.

"Poor fellows!" exclaimed young Ogden, arousing from a brief fit of musing abstraction; "what ties of affection are soon to be severed for ever!—whole families nearly cut to pieces, and the survivors plunged in misery! Those that escape will find to-morrow a melancholy Christmas."

"Ours will be the more merry for our success," replied his friend Oscar Studivan. "Besides, it will teach these gentry a useful lesson on extravagance in dress. If they wore hair instead of fur, as some

of their humbler neighbours do, we should never molest them." Ogden made no reply, but seemed absorbed in some other subject.

"To-morrow will be a merry day among the genuine Knickerbockers of New-York," resumed the last speaker. "How runs your favourite quotation about the Christmas holydays?" Ogden replied,

"Whatever pains assailed, or griefs oppress'd,
Christmas and New-year always saw me blest."

They were proceeding with some further remarks to the same effect, when I interposed with a caution of silence, and orders to stand ready for landing, when no man was to speak above a whisper. This arrangement is always necessary, as the seal are ever on the alert, and on hearing the least noise, are apt to fly to the ocean for safety.

It was now about eight o'clock in the morning. The tide was low, and the sea tolerably smooth; so that we effected a landing without much difficulty. Having secured the boats, we all silently crept along the north shore of the island, which is only a mile in circumference, and in a few minutes came in sight of our intended victims, who were lying well up on the summits of the steep rocks. I led the way, closely followed by my six confidential companions, viz. Messrs. Lewis, Johnson, Terry, Ogden, Studivan, and Valentine Lewis. The seal soon scented the approach of an enemy, as we plainly perceived by their suddenly manifesting symptoms of alarm. No time was now to be lost; but an instantaneous rush was necessary, in order to commence the attack before they could recover from their confusion.

"Come on, my lads!" I exclaimed, in a cheerful but half-suppressed voice; "come on, and let every blow tell." The rush of my little party was simultaneous; every nerve and muscle was exerted, and we had reached the opposite side of the rookery, killing several seal in our way, when we found that the other party, under the command of Mr. Burton, had been stopped in "mid-course" about the centre of the rookery, by the immense number of seal that began to pour down the steep rocks and precipices, like an irresistible torrent, bearing down their assailants, and taking several of the men nearly into the ocean along with them. On seeing their danger, however, we "flew to the rescue," and soon relieved them by turning the tide of war in another direction. Several hundred fur-seal were left lifeless on the shore and rocks.

As the rollers now began to set in with a considerable degree of violence, I ordered the men to commence skinning those which lay nearest to the water's edge first. They applied themselves to the task with alacrity; but had hardly secured the jackets of more than fifty seal, when a wave of enormous size came rolling in to the shore, with such velocity as to take off and engulf in its bosom Messrs. West, Burton, and Ogden. Ten or twelve others, with myself, very narrowly escaped the same disaster.

"Man the boat!" I exclaimed, and the order was echoed by a dozen voices at once; and the alacrity of obedience was such, that the men descended a rocky cliff of about two hundred feet in height, apparently

without a step. In a moment they were in the boat, and near the struggling trio who were contending for existence against the ruthless billows. They first pulled for Mr. West; but as he found no great inconvenience from swimming, he ordered them to assist Ogden and Burton, who, he said, were nearly exhausted, which proved to be the case: for before the boat could reach Mr. Burton, who was just on the point of going down, they saw poor Ogden sink to rise no more. After taking Mr. Burton into the boat, they pulled around for some time over the place where Mr. Ogden was last seen, but all to no purpose. That graceful, manly frame was destined to find a resting-place in some coral cavern of the ocean, while his amiable and aspiring spirit soared to the realms of everlasting bliss.

Thus perished, in the bloom of his earthly existence, a young man who, had he lived, would doubtless have proved an honour, not only to his family, but to his country, and human nature; a young man whose highly cultivated and accomplished mind was endowed with every manly grace, whose heart was the seat of every manly virtue; the hope of a widowed mother—the idol of amiable and affectionate sisters—the pride of brothers who contemplated with proud satisfaction the budding promises of his future usefulness. I knew him well. His integrity was inflexible, and for strict veracity I have never met with his parallel; for he looked upon an untruth, even of the most trifling nature, as an offence against honour and virtue, which no circumstance could extenuate. He was temperate in all things—moderate on all occasions, except in his eagerness to encounter danger. He never shrank from his duty, on the most trying occasions, except that of being required to listen to the language of well-merited praise. In short, he was the exemplary son of a pious mother; and that includes the highest and brightest encomium of which human language is susceptible. Alas! for those who loved him! Theirs is the loss—his an eternal gain.

As a trifling tribute of affection and respect to the memory of one so universally beloved, the colours of the Antarctic were immediately displayed at half-mast, and minute guns were fired over his watery grave. A manly tear glistened in every eye, and the gloom of mourning sat upon every brow. Nothing was omitted on this occasion that nautical usage or military etiquette has consecrated to such melancholy purposes.

Mr. Burton suffered much from the bruises which he received from the rocks against which the roller threw him; and this I presume was also the case with the unfortunate Ogden, for I knew him to be an expert swimmer.

December 25th.—I now determined on leaving Mercury Island immediately, for I could no longer endure the melancholy scene; we therefore got under way on Thursday, the 25th,—the day on which we had promised ourselves a merry Christmas, but which had risen upon us as a day of mourning,—and steered to the south and west, with the wind from south-by-east, and fair weather. The morrow did indeed prove to be “a melancholy Christmas,” as Ogden unconsciously predicted. Every returning anniversary will remind his friends of their irreparable loss.

We continued plying to the southward, taking advantage of the land-breezes by night and the sea-breezes by day, stretching along the coast, and carefully examining every rock and island on which fur-seals were likely to be found, for more than three months, when we found ourselves once more in the thirty-second degree of south latitude.

April 19th, 1829.—On Sunday, the 19th of April, we arrived at Point St. Helena, where we found the English brig Columbine, Captain Stewart, in a situation that precluded the hope of the vessel's ultimate safety. She was on shore, and her valuable cargo in imminent danger of being totally lost. Captain S. had sailed from England, bound for Van Dieman's Land, by the way of the Cape of Good Hope. Lieut. Mitchell of the royal navy was on board as passenger. Him I took on board the Antarctic, and proceeded to Table Bay with all possible expedition, to obtain permission to save the brig's cargo, and become entitled to the salvage, which would have amounted to at least twenty-five thousand dollars.

My proposition was rejected on account of the Antarctic being American bottom; though Lieutenant Mitchell and Messrs. Nisbot and Dixon, three as worthy men as any country can boast of, exerted all their influence with the government in my favour. Several other highly respectable merchants also interceded for me; but Sir Lowery Cole refused to accede to the proposition. The only reason assigned for this refusal was, that he had enemies, and the moment that he varied from the strict letter of the British laws, he should be censured for taking such a responsibility on his own shoulders. The consequence was, that property was lost to the amount of about seventy-five thousand dollars' value, the whole of which I might have saved, if I could have obtained permission from the government, the Antarctic being the only vessel then in port that was calculated for such an undertaking. It was lost.

April 21st.—We arrived at Table Bay on Tuesday, the 21st, and anchored abreast of Cape Town, in four fathoms of water, muddy bottom, about half a mile from the landing-place, which is at a kind of bridge or jetty which runs out to the eastward about two hundred yards, and has from eight to ten feet of water at its outer end. Large cranes are erected on this landing for the convenience of discharging cargoes from boats. Ships may fill their water here with a great deal of facility, as it is conducted from springs under the high land to the end of the jetty by leaden and iron pipes, to each of which is fitted a leathern hose to conduct the water into the boats, where the casks may be filled with the greatest ease and expedition, even if the sea should be quite rough.

In addition to what I have already said of Cape Town in a preceding chapter, I can now state from my own observations, that it is handsomely built, the houses in general being from two to four stories in height, built of stone, whitewashed, and disposed in straight and parallel streets. Several beautiful squares give the whole town an open, airy, and picturesque appearance.

To the north-west of the town are three strong batteries, which command the anchorage, and on the east side is the citadel. Half a mile

still farther east is a small fort, with a line of redoubts. This bay is an excellent place for all kinds of refreshments. Bullocks, sheep, hogs, and poultry may be had at a moderate price, with various kinds of vegetables and fruits. Fuel, however, is scarce and dear. The air here is generally cool in the night, although the sandy soil is greatly heated by the sun during the day, and this causes land-breezes from Table Bay to come off in hot gusts during the evening.

The southern or outer point of Table Bay is called Green Point, on which a lighthouse was erected in 1825, four years previous to the date of this part of my journal. It is about two miles north-west of the town, and is situated in latitude $33^{\circ} 53' 30''$ S., long. $18^{\circ} 19' 20''$ E. Five miles to the northward of this lighthouse is Robben or Penguin Island, which is two miles in length from north to south. The west and south sides are surrounded by sunken rocks and breakers; but there are no dangers more than two cables' length from the island, with the exception of a sunken rock that lies one mile south of the southerly point, commonly called the Whale.

Ships may anchor off the eastern side of Robben Island, in five or six fathoms of water, sandy bottom, half a mile from the shore, where they will be completely sheltered from the westerly swell, and lie in more safety in the winter season than they will in Table Bay. Ships bound into this bay, coming from the north, and passing between Robben Island and the main, should keep the light on Green Point bearing about south-west-by-south, until they are past the island, in passing which the least depth of water will be six fathoms. After passing the island you may steer a direct course for the anchorage, when you will have twelve, ten, eight, and at the anchorage six fathoms of water, sand and muddy bottom. Arrowsmith's map is correct for this port.

But in going into Table Bay when coming from the north, I would always advise ships to pass to the west of Robben Island, taking care to keep the lighthouse on Green Point to the eastward of south-by-east, from the ship, until within one mile of the point, when you may steer east-by-south, until the lighthouse bears south-west-by-west, when you may steer for the anchorage, and moor in from five to four fathoms of water, in the summer season; but in the winter, ships should never anchor in less than six and a half fathoms, as the northerly gales send a very heavy swell into this bay, which often breaks in four fathoms.

Small vessels in entering Table Bay may keep the right-hand shore close on board, as there are no dangers more than one hundred and fifty fathoms from the shore that will bring a ship up. In entering this bay about noon, or a little after, I would advise ship-masters invariably to take one or two reefs in the topsails before they come up with Green Point, as it is generally the case, in the summer months, that before coming up with this point, ships may carry all sail; and the moment they open the bay, they will find a single or double reef, and often, in the afternoon, a close-reef breeze. Thus, by using this precaution, ships will not be in danger of losing their spars, or splitting their sails; and after opening the bay, if they should not find too much

wind, in the flaws, they can soon turn out one or two reefs, and set the top-gallant-sails.

It may be well to remark, that an eddy, or counter current, commonly sets from the north into Table Bay, between Robben Island and the mainland; while, at the same time, the regular current is setting to the north, a short distance in the offing. Ships bound into the bay should therefore be careful to make the land to the south of latitude $33^{\circ} 55'$, if the wind be southerly. By not attending to this, and making proper allowances for the currents, they have often fallen in with the land to the north of Dassen Island, and even as far north as Point St. Helena, where some of them have left their ribs on the sunken rocks which line the coast between St. Helen's and Saldanha bays. Thus, by falling in south of the port, in the summer months, they will have the advantage of a fair wind and a favourable current; whereas by falling in north of the port, it may take them a day or two, under the most favourable circumstances, to gain the anchorage.

It is unsafe for ships to lie in this port between the months of May and October; for the north-north-west and north-west winds then set in, and often blow with great violence, so that unless a ship has very good ground-tackling, she will almost inevitably go on shore. North-west winds happen at all seasons of the year, more or less, but never with any force between October and May. One of the most violent north-west gales that ever happened at Cape Town was in July, 1822, when a great number of vessels went on shore, and about seventy houses and stores were destroyed. Fortunately, no lives were lost.

I have found, as well as others, that the variable state of atmospheric refraction in this bay is so great as to render it difficult, and sometimes impossible, to obtain accurate altitudes of the heavenly bodies on shipboard. Objects are often reflected double, and I have several times gazed at ships apparently sailing in the air. The best plan is to take the chronometers on shore, and correct them by altitudes taken with an artificial horizon.

Another phenomenon which deserves to be mentioned in this place is, a fleecy vapour occasionally spread over the Table Mountain, and is a certain prognostic of a hard gale. This is called the *tablecloth* by Englishmen, but the French call it *la perruque*, or the wig. It commences by a little white or fleecy cloud, which remains for some time stationary over the summit of the Lion's Rump. It then gradually increases until it covers the whole Table, when it becomes a dark gray in the middle, while its edges still remain white. After continuing for some time, it slowly mingles with the atmosphere, until it finally disappears without rain or mist.

A strong south-east wind commences immediately after the mountain is completely covered, which often blows in squalls excessively hard, and generally continues for two or three days. It blows very hard through the gap which separates the Table from the Devil's Berg, driving the white clouds in rolling fleeces like wool along the sides of the mountains. Ships are frequently parted from their moorings, or bring their anchors home, and are driven out of the bay with all their

anchors ahead. But the moment they are outside of the bay, they find nothing more than a single or double-reef breeze.

I should advise navigators who enter Table Bay with the intention of remaining any length of time, to anchor well under the western shore, and to strike top-gallant yards and masts; always placing the two best anchors to the south-south-east, and giving the ship the whole length of both cables, which will cause the anchors to bed themselves, and better ensure the ship's holding on, or not dragging.

As regards a geological description of this portion of South Africa, the reader can expect nothing from my pen, in addition to the many elaborate strictures already before the public, by such scientific voyagers and travellers as Barrow, Patterson, Campbell, Colebrook, Collin, Kolben, Sparrman, Le Vaillant, Thunberg, Valentia, Peuchet, Semple, Perceval, and a host of others. These writers have all carefully examined and particularly described the mountains, rocks, minerals, vegetables, animals, &c. of the Cape of Good Hope, and to their works I refer the reader; to a synopsis in the *Edinburgh Encyclopedia*, under this article; and to M. Malte Brun's *System of Geography*.

April 25th.—We left Table Bay on Saturday, the 25th, and shaped our course to the north, for Angra Pequena, with a fresh wind from south-south-east, and hazy weather. In the morning previous to our departure, the tablecloth was spread on the mountain, and I had an opportunity of seeing the mist collect and arrange itself about the summit of Table Mountain.

But this phenomenon presents itself only when a strong, bold south-east wind may be expected, which must condense the aqueous vapour rising from the warm current, and carry it towards the land. During the short stay I made at the Cape, this was the only opportunity I had of observing this vapour advancing from the ocean. It came rapidly over the surface of the sea, which it entirely concealed, while the air above was perfectly clear. It came on with much force and velocity, soon reached the land, and gradually enveloped the coast. It then ascended the mountain, where it remained apparently stationary, almost entirely covering the Table Mountain with one vast sheet of white fleecy clouds; alternately increasing and decreasing on the side of the mountain that overhangs Cape Town, and often descending nearly half-way down the mountain, as if in mockery of human curiosity and imbecility.

I was surprised to see this tablecloth, or sheet of clouds, remaining stationary on the mountain after the south-east wind had set in with great violence, until I recollected the vast height of this eminence, which is estimated at more than thirty-six hundred feet above the level of the sea, its precipitous sides, and the extensive surface of its top. Nor is it strange that it should rarely descend (except when the wind blows almost a hurricane), if we take into consideration the situation of the ground beneath,—sheltered, warm, and the site of a large town, from which a current of hot air must be constantly ascending.

When we got under way, which was at one, P. M., the wind came down the mountains into the bay in tremendous gusts; and blowed with

such violence, that after tripping the anchor, and sheeting home the fore-topsail, with the yard on the cap, the Antarctic was going at the rate of eleven miles an hour. But, as we left the bay behind us, the wind became more moderate; so that when we were in the passage between Robben Island and the main, we had all sail on the schooner, which was then going at the rate of thirteen and a half miles an hour.

CHAPTER V.

Robben or Penguin Island—Dassen or Coney Island—Arrive at Angra Pequena—Sand-winds, and a moving Column of Sand—Intercourse with the Natives—The Guinea-worm—A Horde of Macasses, or Makosses—Ogden's Harbour—Cape Frio, or Cold Cape—Great Fish Bay—A Tribe of the Cimbebas—Excursion into the Interior—Port Alexander—St. Philip Benguela—St. Philip's Bonnet—Province, Bay, and Town of Benguela—Anchorage, Landing, Soil, Climate, Productions, Water, &c.—Animals, Vegetables, and Minerals—Description of the Coast—Sailing Directions.

IN *leaving* Table Bay with a strong south-east wind, if bound for a northern port, I would advise all navigators to pass between Robben or Penguin Island and the mainland. In *entering* this bay from the same quarter, I have already advised a different course, and adduced my reasons. It was reported that Robben Island had been sunk by an earthquake on the 7th day of December, 1809. It appears, however, that this report had not quite so good a foundation as the island itself, which still retains its former situation, with all its old characteristics.

This island has a sandy soil, with a ridge of moderately elevated land in its centre, running from north to south. On its eastern side there is now a small establishment for the whale-fishery. Some grapes and culinary vegetables are raised on the island, which can also boast of several springs of good water; it is of small dimensions, however, being only about six miles in circumference. Penguins and quails resort hither in the propagating season, where they establish their nurseries; but do not get into the best of company, the island being occupied as a depôt for convicts from Cape Town, who are employed in quarrying limestone, of which the base of the island is composed.

At half-past three, P. M., we passed between Dassen or Coney Island and the shore of the mainland. This island lies about ten leagues to the north and west of Green Point lighthouse, and is situated in latitude $33^{\circ} 27' S.$, long. $18^{\circ} 2' E.$ It lies nearly eight leagues to the southward of the entrance to Saldanha Bay, and four miles from the main. It is about six miles in circumference, with little elevation, and a sandy surface. The shore is foul, and dangerous to approach on its south and west sides, as there are sunken rocks running off-shore to the distance of two or three miles, which will bring a ship up, and do not always show themselves; but on the north and east sides the shore is bold, and clear of dangers, close to where good anchorage may be found, with southerly winds, in from fifteen to eight fathoms

of water, sandy bottom. The passage between the island and the main is entirely clear of dangers two cables' length from either shore.

This island was formerly the resort of fur-seal; but at present penguins and gannets "possess it merely," if we except the men who occasionally visit it for the purpose of robbing them of their eggs and feathers, for the Cape market. Indeed, I was told by several respectable persons at Cape Town that the feathers of the penguin were considered superior to those of the goose.

April 30th.—We continued on our passage to the north, with strong southerly winds, and hazy weather, touching at different rocks which lay in our way, and taking from them a few fur-seal, until Thursday, the 30th of April, when we arrived at Angra Pequena, or Santa Cruz, where we anchored on the east side of Penguin Island, at four, A. M., in five fathoms of water, clay bottom.

At about ten, A. M., the sand-winds came off; and to my great satisfaction I had an opportunity of witnessing, for the first time in my life, one of those moving pillars of sand which have been so frequently spoken of by the celebrated Mr. Adamson. It rose about five miles inland from the head of the bay, and moved in the direction of the wind towards the south-west, increasing in magnitude as it advanced, until it left the shore, when it began gradually to diminish as it crossed the bay.

This moving column of sand passed within a cable's length of the Antarctic, at which time I should judge that it would measure fifteen or eighteen feet in circumference, of a conic form, and about two hundred feet in nearly a perpendicular height from the water, leaning a little to the south-west. Its heat, in passing the vessel, was sensibly felt, while it emitted a strong odour, not unlike that of sulphur, which was soon dissipated, however, by the strong gusts of wind which came off from the shore, raising the thermometer to 113° . The column finally fell into the water, nearly half-way between Penguin Island and Seal Island, the latter being about two hundred fathoms to the north of the former.

This startling phenomenon induced me to waver in my former opinion respecting the visitation of a plague or pestilence on the unfortunate seals, mentioned in a former chapter. Is it not more probable that they were overwhelmed and suffocated by one of these sand-spouts bursting upon them, accompanied by the sultry, stifling sand-winds which created it? Such a cause would be more than sufficient to produce the effect alluded to,—the simultaneous destruction of millions of these amphibious animals, assembled on the surface of the two islands at the head of this bay, which are literally covered with the decaying carcasses of the victims, with their skins still about them.

The effects of these sand-winds are sometimes very disastrous and fatally destructive when occurring on the borders of the sandy deserts. In one of my inland excursions in this country I had the misfortune to encounter a tornado of this description, which impressed me with a full conviction of their wonderful effects. The wind raised the sand so as to completely fill the atmosphere, obscuring the sun at noonday, and concealing every thing from view at the distance of two hundred

fathoms; while an oppressive, suffocating weight accompanied the masses of sand through which we had to make our way, with extreme difficulty and labour. Our dogs, in the mean time, with their tongues hanging from their mouths, refused to face the clouds of sand, and a parching thirst, to which water afforded only a temporary relief, oppressed every individual of the party: the fine light dust was inhaled at every breath. This storm lasted about six hours; but it was more than thrice that time before the atmosphere became tolerably clear of floating sand.

The immense piles of sand which line this seacoast probably owe their existence to the easterly, or what is called the sand-wind, blowing so much stronger than the prevailing southerly winds; the former carrying the sand before it, and depositing it on the borders of the coast, burying beneath it cliffs, rocks, and every thing but the highest hills.

We lay at Angra Pequena until the 5th of May, during which period we overhauled and put in order our sails and rigging, and resalted the skins we had taken on this coast, being six thousand. This process was necessary to secure their preservation on the passage home. In the mean time I had repeated opportunities of intercourse with the natives, and gaining from them all the information I could respecting the interior of the country, with its animal and vegetable productions.

More than one of these degraded people were afflicted with that appalling complaint called the Guinea-worm, which, I was informed, is frequently found on this part of the coast, invading the feet and legs of the natives. It is a dangerous and disgusting animal, so small at first as scarcely to be perceptible to human vision, which penetrates the skin of the sufferer, and takes up its abode beneath it. Here it will remain for years, feeding on the juices of the system; and unless removed by excision, will increase to the enormous size of from eight to ten feet in length, and to the thickness of a violin's largest string. Its general place of abode is the calf of the leg, as affording the most nourishment; but if it has pitched on any other part of the body, the pains of the sufferer are always increased in proportion to the scarcity of flesh in its vicinity. In all cases where this troublesome inmate is not removed, its continued presence for a succession of years will inevitably result in convulsions and death.

Poor Africa seems to be cursed with many evils unknown to the rest of the human race in any section of the globe:—reptiles of the most deadly venom, beasts of unparalleled ferocity, deserts of sand, and moral deserts a thousand times more dangerous and appalling. But her greatest curse of all is the white man's cupidity, tearing asunder the tenderest ties of human nature, and plunging villages and families into mourning and despair. The hyena, the tiger, the crocodile, are creatures existing by the will of Heaven—the man-stealer is a self-created monster of hell. The depredations of the former are the effects of hunger; those of the latter, avarice—the meanest passion that can enter the human breast.

The Hottentots in the interior of this part of the country are called *Macasses*, and though melancholy low in moral degradation, have often been misrepresented by those who affect to believe that a dark

skin places the wearer without the pale of human charity. These people are harmless, quiet, mild, timid, and inoffensive; very affectionate towards each other, and susceptible of strong attachments. They appear to possess very little of the art, cunning, and ingenuity so conspicuous in most tribes of straight-haired savages, and their indolence seems to be a disease of which terror alone can cure them. Their animal propensities are somewhat swinish—lazy, gluttonous, and filthy; and yet I have reason to know that they can endure the cravings of hunger for a long time without complaining. When the want of food becomes troublesome, they seek consolation in sleep, a state of negative enjoyment very suitable to their natures. After all, however, they are much less indolent and stupid than the tribes within the limits of the colony of the Cape of Good Hope.

The external appearance of these Hottentots is of course far from being prepossessing. Their faces are very ugly, with high prominent cheek-bones, and a narrow pointed chin; long and narrow eyes, which do not form an acute angle at the nose, like ours, but are rounded off like those of the Chinese. The natural complexion of their skin is a yellowish brown, very similar to that of a faded leaf. They have very regular teeth, of the purest white, and hair of a peculiar and singular description. When suffered to grow, it spontaneously twists into small curls, which hang down their necks. Their bodies are slender and well proportioned, with small hands and feet. They appear weak and imbecile when young, and prematurely grow old; very few of them reaching the age of seventy.

The females are not so tall as the males, and are more delicately formed. Their lively, smiling, good-humoured faces, combined with sprightly movements and conciliating manners, generally render them agreeable to strangers. A physical peculiarity in the formation of female Hottentots is always a subject of curiosity and inquiry. No offence is taken, and the inquirer is readily furnished with ocular testimony of the fact. Their employments are pastoral, almost every female being a shepherdess, and much attached to their fleecy charge, to their cattle, and to their faithful dogs.

Their dress consists of the skins of animals, sewed together in the shape of a blanket, and thrown loosely over their shoulders; with an apron made of lamb-skin, about seven inches long, and five broad, fastened to the waist with a strip of the gray fox-skin with the fur inside. They adorn these aprons with such ornaments as shells, feathers, ivory, minerals, and any thing else which they think will heighten their charms in the eyes of a lover. The men paint their faces with red and yellow ochre, and often tattoo their skins in different parts.

Both sexes are very quick-sighted in discovering game, or any other object at a distance. The Hottentots are good hunters, and have a peculiar skill in taming wild animals; but what is very singular, though they resort to the seacoast many times in the course of a year, they have not the least idea of building canoes, rafts, or balzas, for the purpose of fishing. In hunting, as in war, they use the bow

and the spear; and the points of their arrows are poisoned, by a venom extracted from an insect of the spider class.

The females, like those of more civilized countries, often resort to charms and mysteries, to gain a fancied peep into futurity, especially relating to conjugal and maternal concerns. The desire for offspring seems to be a universal sentiment in the female bosom; and these Hottentot ladies evince it in a singular manner. They catch a timid little animal of the lizard species, called the aselis, and stretch him till the skin cracks in several places. The number of these cracks indicates the number of children the operator is to have. The propensities of this harmless reptile are somewhat singular. When alarmed, it buries itself in the sand; and if thrown into the air, the moment it falls it disappears under the surface of the spot on which it descends. The chameleon is frequently found among the rocky cliffs in the vicinity of this harbour.

The country of these *Macasses*, or rather *Makosses*, has an extent of about thirty leagues, north and south, but double that distance east and west. Horned cattle constitute their riches; and they change their pasturage as often as circumstances require it. They are circumcised at the age of eighteen; but those travellers are mistaken who say they do not eat fish, which they take with spears in a very dexterous manner. They believe in magicians, in poisoners, and in an evil genius, who sends them rain, thunder, and storms. The sweet seeds of a plant which grows rapidly to the height of ten or twelve feet are used by them to make a sort of cake; another seed supplies them with an inebriating drink. Those who have two or three thousand head of cattle are not considered rich. Theft is punished by them very severely.

I am aware that in calling these people Hottentots, I differ from those travellers who bound the Hottentot country on the north by the river Orange. But I have ascertained beyond the possibility of a doubt, that those invariable peculiarities of personal formation which constitute the Hottentot proper are found in every tribe of natives south of the twentieth degree of south latitude. Among others, I mean that of the *apron*, with which the women are actually furnished by modest nature. Mr. Kolben's authority on this point has been very unjustly doubted; but I can vouch for the fact, from actual observation, in innumerable instances. Other characteristic marks of this peculiar people are, the deep brown or yellow brown colour, which covers their whole body, but does not tinge the white of their eyes; the hand and foot small, in proportion to the rest of the body; they are straight, well made, and tall; hair black and curled, with scarcely any beard. The Hottentot voice, also, is too peculiar to be mistaken, particularly that singular clacking sound, which every traveller has remarked.

This coast, to the north of the fourteenth degree of south latitude, is said to be rich in shells of great variety and peculiar beauty. But I think if the seacoast which fronts these sandy deserts was carefully examined by expert divers a few fathoms without the surf, the largest collection of valuable shells would be produced ever witnessed in any part of the world. The quantity is inexhaustible; but the heavy surf

that thunders along these shores, without cessation, at all seasons of the year, prevents these beautiful shells being gathered in a perfect state, unless by rakes or divers without the surf.

May 8th.—On Tuesday, the 5th of May, we got under way and steered to the north, with a fine breeze from south-by-east, and fair weather. On Friday, the 8th, we passed Cape Cross, which is a projecting point, extending about one mile into the sea, and forming partial anchorage, on its north side, in from twelve to seven fathoms of water, sand and coral bottom. The coast between this and Walwich Bay (Bay of Whales) is entirely free from dangers two cables' length from the beach, with from four to six fathoms of water, sand and coral bottom. The coast is distinguished by white sand-hills, some of which are moderately elevated, and fall suddenly into the sea. Cape Cross is in latitude $21^{\circ} 53' S.$, long. $13^{\circ} 41' E.$ Variation per azimuth $20^{\circ} 15'$ westerly.

We still continued examining the coast to the north, by daylight, hanging to windward at night, and always starting in the morning from the place last examined. We found the coast to the north of Cape Cross low and sandy, running into elevated mountains at a short distance inland from the shore of St. Amboses, which is in latitude $20^{\circ} 57' S.$, long. $13^{\circ} 34' E.$ Here an extensive reef of coral and lava rocks runs off in a westerly direction, to the distance of about three miles; then turns to the north, and runs parallel with the coast for five miles; forming a beautiful harbour of smooth water, which, at the unanimous request of my crew, I named Ogden's Harbour, in honour of the ill-fated William Ogden. At half-tide, this reef is on a level with the surface of the sea; and from its western side the water deepens so gradually that at the distance of four miles there is not more than five fathoms, with foul ground.

This fine harbour, or lagoon, of course, opens to the north, and the depth of water around the northern end or point of the reef, and up the lagoon, is from seven to four fathoms, sand and coral bottom. In entering it, however, a ship must not come nearer than half a mile of the northern extremity of the reef; and after bringing the northern breakers to bear west-south-west, she may haul to the south, and work as far up the lagoon as is deemed requisite, with perfect safety, keeping the reef best on board. In this lagoon and its vicinity many cargoes of fine fish might be caught, in size and quality nearly equal to our salmon. They may be taken in any quantities, either with a seine or by a hook and line.

At the distance of about two leagues from the head of this lagoon, in an east-north-east direction, there is a small village, inhabited by about two hundred natives of the Cimbebas tribe; a dark curly-headed nation, differing but very little from the proper Hottentots. There are also many fine springs of water, of an excellent quality, in the valley where this village is situated; from which it may be inferred that this would be a fine place for a rendezvous to establish a trade with the interior of the country.

There can be no doubt that a vast field for commercial enterprise remains to be explored in this part of Africa. Between the northern

boundary of the Cape district and the southern boundary of the Portuguese district, there is an immense waste of country, extending over about eight hundred miles of latitude, and more than twice that distance of longitude, almost entirely unknown to civilized man. I ardently hope and trust that my country will be the first to engage in exploring this interesting region of the world, and open its boundless stores of riches to her adventurous sons. I, for one, should glory in leading the way, being perfectly willing to encounter all the personal hazard which might attend a solitary pilgrimage across the continent for the purpose of opening a permanent and lucrative trade with the different tribes and nations. If the general government withhold its patronage from such a laudable undertaking, a joint-stock company of able capitalists would be all-sufficient for effecting the purpose, and would be morally certain of golden returns.

May 13th.—The coast between this place and Cape Frio, or Cold Cape, where we arrived on Wednesday, the 13th, is low and sandy, with moderately elevated hills a few miles inland. There are also many shoals and reefs, running into the sea, from one to two miles off-shore. In many places the depth of water does not exceed ten fathoms; over a bottom of sand and coral, five or six miles from the land. Cape Frio is in latitude $18^{\circ} 22'$ S., long. $11^{\circ} 59'$ E. Variation per azimuth $19^{\circ} 54'$ westerly.

The land of Cape Frio is high, and continues so for six or seven leagues to the northward; but the shore is low and sandy, as it is to the southward. This cape, however, affords no shelter to ships. There is said to be a river called L'Angra Fria, or Cold Creek, a few miles to the north of the cape; but at the time of our passing this place there was no river open.

May 17th.—We continued steering to the north until Sunday, the 17th of May, when we arrived at Great Fish Bay; and at eleven, A. M., anchored in three fathoms of water, near the shore, on the south-west side of the bay, sandy bottom. The north point of Tiger Peninsula, which forms the west side of the bay, is in latitude $16^{\circ} 30'$ S., long. $11^{\circ} 38'$ E. The coast between this bay and Cape Frio is a barren sandy desert, and entirely free from dangers one mile from the beach; but the bank of soundings extends a long way to the westward. The River Nourse, which was said to have been discovered in 1824, by L'Espiègle, was closed at the time we passed this part of the coast.

Fish Bay is formed on the west by Tiger Peninsula, which is very low, and seven leagues in length from north-by-west to south-by-east. The greatest breadth of the bay is at its entrance, which is more than two leagues. The peninsula is all sand, and the isthmus by which it is joined to the mainland is not more than one-quarter of a mile broad. The eastern shore of the bay is formed of high barren hills, of a brown sandy appearance. The depth of water at the entrance of the bay is sixteen fathoms, gradually decreasing as you advance to the south, towards the head of the bay, to fifteen, ten, seven, five, and three fathoms, sandy bottom near the head of the bay. There are no dangers in turning up this bay, if you give either

shore a distance of two cables' length; and when once at the head of this spacious harbour, and at anchor in five or four fathoms of water, you may lie in perfect safety, with one anchor ahead, all the year round.

Ships in running along this coast will often judge themselves farther off-shore than they really are, on account of the light sandy colour of the coast, and the extreme haziness of the atmosphere that generally prevails. I would advise navigators, on all occasions, unless they wish to make a harbour, to give this coast a good berth, as there is a tremendous heavy swell thundering in upon it all the year round, from Cape Negro to the Cape of Good Hope. This remarkable swell, which incessantly sets in from the west-south-west, renders it very unpleasant for ships in calms, which often prevail in the night. I have frequently seen these rollers break in four fathoms of water; and they often threaten to break at the distance of three or four miles from the land, in seven and eight fathoms of water, near the full and change of the moon.

Fish Bay is one of the first places in the world for fishing with a seine, by which thousands of barrels of excellent fish may be caught in the course of a year. This might be made a first-rate business, by taking the fish to the Portuguese colonies, a little farther north, and exchanging them for the products of the country; or they might be taken to St. Helena, or to the Brazil coast, where they would command a ready market and an excellent price.

May 18th.—On Monday, at one, P. M., we landed on the south-east side of the bay, with the intention of making an excursion into the country. We were met on the beach by a small party of the Cimbebas tribe, who gave us a very pressing invitation to accompany them to their village, which was about ten miles from the coast, in the direction of east-by-south. It is situated in a well-watered valley of three miles in length, and two in breadth, surrounded by moderately elevated hills. The springs which water it are never dried up, by the longest droughts, as we were assured by the natives.

The villages of these people are neither large nor populous; never exceeding one hundred and fifty huts, and about four hundred inhabitants. The former are constructed of closely-woven mats of coarse grass, or of the fibres of some plant. The two sides generally correspond with each other, as do also the two ends, with the exception that there is a door or opening in one end, just large enough for the occupants to creep in and out. Each hut is covered with an arched or sloping roof, supported by upright posts fixed in the ground, and thatched with matting. The materials are all so light that they can be removed at a very short notice, and without much trouble. I have seen them taken down and put together again in thirty-five minutes. The value of one of these huts is that of a sheep.

The habitations of the chiefs are constructed with much more labour, skill, and taste; and are consequently of proportionably greater value. One of these has eight or ten posts along the sides, and is covered with palm-leaves, sewed together in a zigzag manner, with a supple-creeping plant. They are often enclosed with a circular

fence of small stakes, stuck in the ground, so close together that a rabbit cannot pass between them.

The state of society, moral character, manners, habits, and customs of this people are in many respects similar to those I have already described in this chapter; and where they differ, the balance is in favour of the Hottentots of the higher latitude. These Cimbebas are much more disgustingly filthy than the others, both as to clothes and food; but I do not believe them to be cannibals, as some voyagers have reported. They appear to have no idea of female chastity, or the sanctity of conjugal contracts; and the open barefaced manner in which wives and daughters were offered to my seamen, although I strictly forbade all intercourse, was too disgusting to admit of palliation or excuse.

We were absent from the vessel more than a week, penetrating many leagues into the interior, and collecting much interesting information tending to confirm my previous opinions of the unparalleled commercial advantages which must result from opening an avenue for traffic in this part of Africa. Had it been my good fortune to have been accompanied by one or more gentlemen of science, the animal, vegetable, and mineral kingdoms of this part of Africa are teeming with new and rich materials, sufficient to have employed their pens for a length of time. The crude notes which I took myself would afford very little satisfaction to the erudite reader; I shall therefore proceed with my narrative, and refer him to those vivid descriptions which other travellers have already laid before the public.

May 27th.—On Wednesday, at two, P. M., we returned to the vessel, and at four, P. M., we were under way, and stretching out of the bay to the north, with a fine breeze from south-south-west, and fair weather. We examined the coast to Cape Negro, and the entrance of Port Alexander, which we found to be a safe and commodious harbour for ships of any size, where they may lie in perfect safety, at all seasons of the year.

Port Alexander is admirably adapted for inland communications with the natives; and there could not be a better place for jerking beef than the peninsula which forms the west side of the harbour. This bay abounds with fish of various kinds, which may be caught in any quantities with a seine. Fresh water may be had on the south side of the bay, by digging a few feet below the surface of the earth. Ships that anchor here will find natives, who are very shy; but with a little kind treatment their confidence is easily acquired, and will be followed by acts of courtesy and hospitality. Supplies of sheep and bullocks may be obtained of them at your own prices. Their first apprehension is that every stranger is an enemy and a man-stealer. Perish the traffic! The outer part of this bay is a fine place for ships to lie in the month of August, for the purpose of taking right whales.

The coast between Great Fish Bay and Port Alexander is clear of dangers one mile from the shore. Neither are there any dangers in the way of vessels entering the last-mentioned harbour; only give the sandy point of the northern part of the peninsula a berth of half a

mile. The entrance of Port Alexander, or the north point of the peninsula, is in lat. $15^{\circ} 45' S$.

June 4th.—From this port we continued steering to the north, keeping the boats close in-shore to examine the coast, until Thursday, the 4th day of June; when, at two, P. M., we came to an anchor in the port of St. Philip de Benguela, in four fathoms of water, sand and muddy bottom, about half a mile off-shore.

We had now reached the capital of an African kingdom, the seat of one of her "hundred thrones," the limits of whose territories have never been accurately defined by geographers. Though formerly governed by its own monarchs, the subsequent incursions of the barbarous Giagas laid waste the country; and the protection of the Portuguese, who have built several forts along the coast, has not been able to restore it to its former importance.

The kingdom of Benguela is generally supposed to be bounded on the north by Angola; on the east by the river Rimba; on the south by Mataman; and on the west by the Atlantic. Its coast begins at Cape Negro on the south, and extends to Cape Ledo on the north: that is, from lat. $15^{\circ} 41'$ to $9^{\circ} 20' S$. Cape Negro forms its south-west extremity, and is distinguished by a lofty pillar of marble or alabaster, on which is displayed the armorial insignia of the Braganza house. This beautiful column was erected by Bartholomew Dias, in the year 1486; who the same year erected a marble cross on Pedestal Point, at Angra Pequena. The principal towns of this kingdom are the following:—Old Benguela, situated upon a mountain; St. Philip, or New Benguela, the capital, where we now lay at anchor; Manikendo, and Kuschil.

St. Philip, the capital, is a place of considerable trade, and next in consequence to St. Paul de Loando, the capital of Angola. I am sorry to add that its principal business had heretofore been a traffic in human flesh—being frequented by the Brazilians for the purchase of slaves, who are collected like cattle in the interior, and driven down to the coast for sale. At the period of our arrival there were no less than four Brazilian brigs nearly loaded with these unhappy human beings.

From Cape Negro a range of mountains extends northward, giving existence to the springs of many fine rivers; such as the Nika, St. Francisco, Moreno, Farsa, Kuneni, and Canton-belle. The water of the last of these rivers is of a strong saline quality, and is collected into pits by the natives, for the purpose of manufacturing salt. The mouth of this river, which is sheltered from the winds, is about sixteen feet deep. On its north the sea forms a gulf, which the Dutch call Good Bay, on account of its being an excellent watering-place.

The natural productions of this province are similar to those of Angola and Congo; while vegetables and fruits of many different climates have been naturalized, and flourish exuberantly. The country immediately surrounding St. Philip abounds with oranges, pineapples, melons, plantains, bananas, palms, dates, cocoanuts, guavas, figs, grapes, and a variety of other fruits. The vine flourishes finely, forming natural arbours and alleys to shelter you from the fervid rays of

an African sun. Cassia and tamarinds also flourish; and from the humidity of the soil, there are two fruit seasons in the year.

In entering the port of St. Philip de Benguela, the town and inland country present a beautiful appearance. The houses of the town have all whitewashed walls and red roofs, which give them a very gay and picturesque appearance from the offing, and also from the anchorage. The shores around the bay are low and sandy, with the exception of the westernmost point, which is composed of white sandy cliffs. But when we look eastwardly to the inland country, the scenery is charming. Ranges of verdant hills, on which blooming spring for ever smiles, gradually rise above each other, while wood-crowned mountains rear their majestic heads in the distance, and give a sublime finish to the beautiful picture.

The most remarkable feature presented to the view of the mariner, however, is the summit of an elevated bluff headland on the west point of the bay, called by the Portuguese *Ponta do Chapeo*; but known to seamen by the familiar term of *St. Philip's Bonnet*. It is a clump of trees, which grow so thick and close together that they seem to have been cut with a pruning-knife into the shape of a *bœuffetier's* bonnet; and though they are very luxuriant, all the neighbourhood below is quite barren. The head which wears this bonnet is a point of land so much elevated that it can be seen, in clear weather, at the distance of twelve or fifteen leagues. It is composed of materials like those of the cliff below—granite, sandstone, slate, &c.

St. Philip's Bonnet and the town of Benguela are nearly on the same parallel, at the distance of about six miles from each other; but the bay, from its extreme eastern and western points, is seven or eight miles broad, and three miles deep to the beach. Within the transit line of the two points, and more than half-way over to the east, the depth of water is seventeen fathoms, which gradually decreases to six fathoms, within one mile of the shore, mud and clay bottom, with the flag-staff and the church in a line, which is the best anchorage for ships. Smaller vessels, however, had better lie closer in-shore, in four fathoms of water.

At this place you will have the regular land and sea-breezes for the greater part of the year round. The sea-breezes blow from west-by-north to west-by-south, when the land-winds blow from south-east to east-south-east, but very light. The former never come in with sufficient force to render it unpleasant for vessels of any class to ride at anchor, which they can do in perfect safety all the year round; but these winds often bring in a heavy westerly swell, which at times renders landing unsafe. The landing is near a large boat-house, on the beach, in front of the town, at the water's edge; and passengers are generally carried by the natives from the boat to the beach, in order to prevent their getting wet.

The town of Benguela is irregularly built along the curve of the beach, perhaps three hundred yards from the water. It consists of about two hundred houses, mostly of one story and a half, with a population not exceeding twelve hundred souls, of which two hundred are Portuguese, who lead a very indolent kind of life. Immediately

in front of the anchorage stands the fort of St. Philip, mounting thirty-six guns; to the westward of it, at the edge of the beach, is a small five-gun battery, and north of Fort St. Philip is a battery of eighteen guns. All these fortifications, however, are so much out of order, that were a ten-gun brig to open her fire upon the town for ten minutes, the inhabitants would fly without firing a gun.

No good water can be obtained here, except in the rainy season; at all other times it is extremely brackish, and very unwholesome. Neither can it be procured, such as it is, without considerable labour and difficulty; the fatigue of rolling the casks one-third of a mile, and then bailing the water out of wells. Provisions, however, and refreshments of almost every kind are readily obtained. Bullocks, sheep, goats, hogs, poultry, fruit, and vegetables may be had in any quantities, and at very moderate prices. You may also, at almost any time of the year, find a ready market here for a quantity of domestic goods, at a liberal price; and purchase in exchange hides of different kinds, ivory, ostrich feathers, and gold-dust. The bay affords excellent fishing with a seine, and very fine sport with a hook and line.

This bay is sometimes called Cow's Bay (*Bahia das Vacas*), on account of the vast number of sea-cows which used to frequent it in former times. The chief value of these animals is their ivory tusks, which, being harder than those of the elephant, and not so liable to turn yellow, are much more esteemed by dentists. Their hides are also valuable for harness leather, and the skins of the young ones make very handsome coverings for trunks.

The land in the bottom of the bay is double, high, ragged, and principally barren near the shore; but the valley immediately back of the town is rich in soil, and exceedingly fertile, yielding an abundance of fruit of different kinds, and of an excellent quality. A great quantity of corn and beans is raised near the Bay of Cows, and the inhabitants rear cattle of the best kind in great numbers. They also gather a kind of odoriferous wood called *kakongo*, which is held in high estimation. Mines of copper are said to exist in the vicinity of the bay, and the mountains are supposed to contain silver. The mountainous districts swarm with wild beasts of various kinds.

Most travellers agree in pronouncing the climate of Benguela extremely insalubrious to strangers; but this, in my opinion, is greatly owing to their not paying proper attention to diet and regimen. The late visitation of the cholera has taught the world a useful lesson on this subject; and we now know by experience that the great secret of preserving health is "moderation in all things;" temperance in eating, clothing, and exercise, as well as in drinking; abstinence from excesses of all kinds. By acting on this principle, every climate will be found comparatively salubrious, and its atmosphere may be inhaled with impunity. Far be it from me to invade the province of the medical faculty; but it is my deliberate opinion, founded on careful observation, and confirmed by experience, that more diseases are caused by bad water than by bad air; and I would advise all strangers who visit this particular part of the African coast, to be very cautious of drinking the water, unless it be procured at a considerable

distance from the shore. A neglect of this caution is generally followed by a severe and dangerous diarrhoea or flux, especially with those who eat freely of fruit, and make too liberal use of ardent spirits at the same time. But by taking their water from the inland mountain springs, and avoiding exposure to noonday suns and nocturnal damps, with sufficient employment to keep up a gentle perspiration, they will experience little inconvenience from the climate of Benguela.

The wild animals that inhabit the interior are often seen in the forests that border this part of the coast; such as elephants, leopards, zebras, lions, foxes, hyenas, antelopes of many kinds, buffaloes, bullocks, sheep, goats, wild hogs, and a great variety of monkeys and other small animals. I have often seen the elephant, buffalo, and bullock near the beach of the seashore, between this place and Great Fish Bay. In the interior districts the variety of beasts, birds, serpents, and other reptiles, insects, and plants is truly wonderful, I had almost said infinite, and well worth the attention of naturalists. Some philosophers maintain that for every passion, propensity, disposition, desire, affection, or thought of the human mind, there is in outward nature a corresponding animal, vegetable, and mineral, good or bad; and that all things which exist in external nature are intended as outward manifestations of mental or moral attributes. If this be indeed the case, Africa must comprise a strange mixture of good and evil, truth and error, in the minds of her sable population, where heaven and hell must be commingled in chaotic confusion. But I must leave this subject to the learned; my province being to point out nautical dangers, and teach others how to shun them.

There are many fine anchoring places between Benguela and Port Alexander, of which I will mention the most conspicuous. Point Salinas, which lies in latitude $12^{\circ} 53' S.$, long. $12^{\circ} 51' E.$, is distinguished by salt-ponds, which are near the seashore. This point runs about four miles into the sea, with a reef running from it off-shore about one mile.

Between this and Point St. Francisco the shores are bold, having no dangers more than half a mile off-shore, until you come up with the *Friars*, which are three rocks, standing about two miles off-shore, a little to the north of the last-mentioned point, between which and the *Friars* there is good anchorage. But off-shore from this point there is an extensive reef, running into the sea, with hidden dangers, on which the sea does not always break. In doubling this point, ships should give it a berth of two miles.

The river St. Nicholas has a reef on the south of its entrance, which is in latitude $14^{\circ} 29' S.$, with not more than ten feet of water on it, at a mile and a half off-shore. Five leagues farther south is a small bay, called by some Village Bay, in which there is good anchorage, in from ten to four fathoms of water, about one mile in a northerly direction from the south point of the bay, in sandy bottom. At this place I have seen elephants and other animals, besides numbers of the natives.

Still farther south, in latitude $15^{\circ} 12'$, is Little Fish Bay, the entrance of which is two leagues broad, formed by Cape Euspa on the north

and Browne's Point on the south. Here the water is deep ; but as we advance into the bay, it suddenly becomes more shallow, until it is reduced to twenty fathoms ; it then lessens gradually to six or eight fathoms.

Half a mile from the head of this bay, on its south shore, is a deep valley, which is covered with a forest of large timber, in the openings of which vegetation appeared very luxuriant. At the mouth of a small river which empties into the head of this bay, we saw elephants, and freely communicated with the natives, who were very anxious to open a trade with us, by exchanging cattle, sheep, hogs, and vegetables, for cutlery of any kind, beads, and old clothes, particularly red flannel shirts.

The next conspicuous land to the south is Cape Negro, before mentioned, in latitude $15^{\circ} 41' S.$, long. $11^{\circ} 57' E.$, on which is erected the celebrated alabaster pillar, with the arms of Portugal ; and eight miles south-west-by-south from this cape is the entrance to the port of Alexander, already described.

In speaking of the Bay of Cows, at Benguela, I ought to have added that a sand-bank puts off from the north point of the bay to the distance of one mile, which it is necessary to avoid, as there is always a swell rolling in upon it, with a considerable degree of violence. The south and west sides of the bay are entirely clear of dangers two cables' length from the shore.

CHAPTER VI.

Visit to a Slave Brig—Cruelty and Suffering—Slaves flogged to Death—Strength of conjugal Affection in an African—An affecting Scene—Beard the Tigers in their Den—Cowardice of Guilt—How to abolish the Slave-trade—English Colony of Sierra Leone—United States' Colony of Liberia—Sail from Benguela—Homeward-bound—Island of Ascension—The Fourth of July, and a vertical Sun—Arrive at New-York—Kind Reception by the Owners, and a still kinder one by *somebody else*.

I HAVE already informed the reader, that when I entered the Bay of Benguela there were no less than four slave dealers from Brazil, waiting to complete their cargoes. One of these receptacles of human misery lay at anchor within fifty fathoms of the Antarctic ; and I was so distressingly annoyed by the shrieks and groans of its hapless inmates, the wretched victims of unfeeling avarice, that I resolved to visit the vessel, and make an offer of such medical aid as might have a tendency to alleviate the anguish of the sufferers. With this determination I ordered a boat to be manned, and boarded the brig without ceremony.

I was received by the officers on deck with a certain degree of courtesy, not unmingled with surprise ; which, when I made known the object of my visit, assumed an expression of derision or contempt. Firmly adhering to my original purpose, however, I insisted upon

seeing and, if necessary, administering to those sufferers whose audible complaints had so powerfully excited my sympathy. The captain gave orders that my demand should be complied with ; and, gracious Heaven ! what a horrible spectacle was presented to my view !

If the reader has ever been on board of a Hudson River market-sloop, loaded with calves and sheep for the city slaughter-houses, he may form some faint idea of this Brazilian slave brig. A range of pens, or bins, occupied each side of the main-deck, from the cat-head to the main-chains, in which were confined such a number of the slaves as were permitted to come upon deck at one time. In a line with the main hatchway, on each side, was erected a bulkhead, or partition, separating the men from the women ; while a narrow passage remained open to the gangway, abaft the sternmost pen, or between that and the quarter-deck.

The slaves, perfectly naked, were stowed in rows, fore and aft, in a sitting or crouching posture ; and most of the men had their faces between their knees, either indulging in a moody silence, or mournfully chanting, in a low voice, some plaintive song of their native villages. The feelings of the females were of course more clamorously expressed, in spite of all their tyrants' exertions to keep them quiet. In passing along the deck between these two ranges of despairing human beings, I encountered such mute imploring glances, such appealing looks of misery, such piteous supplicating expressions of countenance, such torrents of tears, that looked like pearls on ebony, as completely and totally unmanned me. My own tears fell like rain, and the poor negroes gazed on the strange phenomenon of a white man's sympathy with wonder, doubt, and admiration. Even the females had not been allowed a rag to cover their nakedness.

After having taken a cursory view of the whole heart-sickening scene, my attention was attracted to the after range of pens on the star-board side, which contained about one-half the females then on deck. Here, as on the opposite side of the deck, the two sexes were separated by a partition or bulkhead eight feet in height ; near which were two women evidently writhing in the agonies of death. Partly from the officers, and partly from their fellow-sufferers, I gathered the shameful facts that these two dying wretches had been reduced to their present situation by repeated applications of the lash, as a punishment for their piteous cries and heart-rending wailings. 'This worse than savage brutality had elicited those shrieks and groans which first arrested my attention on board the Antarctic. They were wives and mothers ; their infants had been torn from their breasts and thrown upon the ground, either to perish with hunger among the grass, or to become the prey of beasts, or the victims of venomous reptiles—or, possibly, to be preserved and nourished by strangers. In the phrensied paroxysms of maternal anguish, they had called for their infants—for their husbands—for their parents—for their brothers, sisters, and friends ; and for this natural involuntary ebullition of feeling, their bodies had been cruelly lacerated with stripes, until nature sank exhausted, no more to revive. 'Their breasts were distended with the undrawn nutriment for the lack of which their helpless babes perhaps were perishing—it

was oozing in streams from their nipples, mingled with their own blood.

On learning these facts, indignation enabled me to suppress those softer feelings which were before nearly choking me; while the hardened barbarians around me wore sardonic smiles upon their faces. The captains of two vessels were present, and several officers. For the moment, I impiously wished to be armed with the lightnings of heaven, to punish the guilty, and terminate the sufferings of their victims on the spot. As this was not practicable, however, I gave vent to my feelings in a torrent of invective, pouring upon them volleys of vituperation. I cannot recollect what I said; but for some time I gave them broadside after broadside, without receiving a single shot in return. They received my fire in silent astonishment, suffering me to rake them fore and aft, until my magazine became exhausted, and I paused for lack of ammunition.

In the mean time, the two especial objects of my compassion were released from their sufferings by death; and just as the visiting captain had commenced some observation in excuse or palliation of their conduct, our attention was arrested by another object. One of the male captives, a well-made, good-looking man, of about twenty-five years of age, had contrived, all manacled as he was, to scale the bulkhead, from the top of which, being unable to use his arms, he fell into the females' apartment, where his head struck a ring-bolt with such force as to fracture his skull. It was the husband of the youngest of the two women who had just breathed their last. For a few moments he lay senseless from the effects of the blow; but soon came to himself sufficiently to understand what was said to him. In the next moment he recognised the dead body of his wife, which he frantically strove to clasp in his manacled arms; and, with a yell of despair, endeavoured to awaken her with his caresses from the sleep of death, while the wound in his head was pouring forth a torrent of blood on the inanimate object of his piteous lamentations.

The captain of the brig now spoke, and ordered one of the officers to tear the poor fellow from the corpse of his wife, and to stow him on the other side of the deck. He raised his mute-imploring eye to me, in which I read a speedy termination of his miseries, and an ardent desire to expire on the bosom of his wife. The officer advanced to seize him; but this was too much for me to witness. I sprang before the dying man, drew my dirk, and ordered the officer to desist on the peril of instant death.

"Hold!" I exclaimed, "you shall not molest him. Back! back! on your life! No man shall touch him, unless he cut his way through my body. You have butchered the wife of his bosom; he is now dying from the effects of your savage barbarity; and they shall not be separated, until his spirit is reunited to hers, in that blessed world where fiends of hell like you can never come. Back! or your blood shall mingle with the negroe's!"

The officer recoiled a few paces, while the others stood gazing at me and each other in mute amazement. I stood fixed in my purpose, however; and not one of the conscience-struck, guilt-appalled, cowardly

wretches, nor the whole combined, could muster up sufficient courage to oppose my single arm. The dying captive's struggle was short. In a few minutes more he breathed his last, on the cold inanimate lips of her he loved more than he feared death. I then returned my dirk into its sheath, and again addressed the embarrassed officers :

“Step forward, inhuman monsters ! and contemplate the effects of your savage barbarity—your triple murder. Look there ! on the remains of those three poor victims of your avarice and cruelty ! Think too of their hapless infants ; which, if not happily already gone to meet their parents in a better world, are fated never to enjoy a parent's tenderness in this. How will you answer for crimes like these before the God of justice ? I do not marvel at your cowardice, for it is the inseparable concomitant of guilt like yours. I do not wonder that you turn pale at my just rebuke, and tremble there like culprits at the gangway. But how much more will you tremble when you are arraigned before the bar of Divine Justice, and hear that voice which brought the universe into existence pronounce the awful sentence—‘Inasmuch as ye have not shown mercy to one of the least of these, ye have not done it unto me.’”

With these words I advanced to the gangway, and was about to depart, when the captain of the brig expressed a hope that I would not leave them in anger, but that I would walk below, and join them in a glass of wine. I promptly declined the proffered courtesy, assuring him that it gave me very unpleasant feelings to breathe the same air with men engaged in this abominable traffic ; but were I to drink with them, I should feel guilty of an act of wanton impiety that had stained the untarnished lustre of the flag I sailed under.

They retorted, with a most provoking assurance, that great numbers of American vessels were at that moment engaged in the same traffic ; vessels which they knew were owned by citizens of the United States, commanded by American captains, and manned by American and English seamen.

I made no reply, but stepped into my boat, and was soon on board the Antarctic, with food for reflection sufficient to last me during the passage from Africa to America. Nor was this the only revolting scene I was doomed to witness, connected with this infamous system of piracy, while I was detained at Benguela. Being on shore on Friday, the 5th of June, I saw about fifty of these unhappy beings handcuffed in pairs, and drove into town like so many yoke of cattle, by soldiers on horseback. As the poor wretches passed me, I could see the traces of tears on almost every cheek, and from some eyes they were streaming in torrents. They had been driven so far, and with so little mercy, that many of them were quite lame, their foot-prints being marked with blood ! But still, if any of them faltered or lagged a little behind the rest, their inhuman drivers would start them up again by several severe cuts of the lash on their naked bodies, with as much unconcern as if they were driving so many bullocks to market.

How is this horrible traffic to be finally and totally abolished ? This is a question of vital importance to the cause of humanity. The United States, in conjunction with England and France, have effected

much ; but much more yet remains to be done. The root, the source, the foundation of the evil is in the ignorance and superstition of the poor negroes themselves. Could they become only partially civilized, and sufficiently enlightened to see the beauty of the plainest moral precepts of our religion, they would no longer feel themselves obligated to obey the unjust mandates of a ruthless despot, who levies war on his neighbours, not for any real or imaginary injury received, but for the sole purpose of raising a revenue by the sale of his captives. This state of things can only be brought about by the labours of missionaries, patiently pursued for a series of years.

However severe the edicts which nations may pass against the slave-trade, they will never deter from engaging in it a certain class of reckless adventurers which are found in every country ; whose motto is "Neck or nothing." They are willing to run the risk of dying the death of pirates, in consideration of the immense emolument which attends a successful issue of the perilous enterprise. Like every species of smuggled goods, slaves will always find a ready market, and a price proportionably high to the hazard of introducing them ; and so long as a door remains open for disposing of human beings, the progress of reform in this particular will be very slow.

It is comparatively of but little use to lock up the mouths of the Senegal, the Gambia, the Zaire, the Coanza, and the Cameroon's, or any other river of Africa, while the whole extent of coast remains open, and may be landed on at different seasons of the year. Nothing but a total unqualified prohibition of this soul-debasing traffic by every power in both hemispheres, particularly by those of South America, can afford any rational hope of its final abolition. And even then, there is too much reason to fear that men-stealers will still exist, and that planters will be found of natures sufficiently diabolical to reward them for their labours of barbarity.

England and the United States have set the world some glorious examples on this important subject. The colony of the former at Sierra Leone, and that of the latter at Liberia, on the west coast of Africa, are both in a flourishing condition ; and their projectors and founders merit the prayers and blessings of philanthropists in every section of the globe. Sierra Leone lies between the seventh and tenth degrees of north latitude, and derived its name from mountains abounding with lions. This is the nearest point of the African coast to the most western point of South America, on the Brazilian coast, the distance from Pernambuco to Sierra Leone being only about five hundred leagues.

The English settlement of Sierra Leone was formed in the year 1787, for the express purpose of labouring to civilize the Africans. In 1825, four years previous to my visiting Benguela, it contained eighteen thousand inhabitants ; of whom about twelve thousand consist of liberated Africans, who for the most part occupy the parishes in the mountains, where they inhabit villages, surrounded by tracts of cultivated ground, and containing schools for both sexes. In this quarter the English have made the greatest exertions to limit, if not to abolish, the trade in slaves ; but, in the language of M. Malte Brun, "philan-

thropy, and penal statutes, and vigilance have been found but feeble barriers, when opposed to the cupidity of unprincipled traders."

The British cruisers have been very active and successful in capturing many of the slave-ships which still swarm upon the African coast, as appears by the great number of liberated slaves which are every year added to the colony. The landing of these cargoes, according to the writer just quoted, is often a very affecting scene. The poor creatures delivered from the hold of a slave-ship, faint and emaciated by harsh treatment and disease, when received with kindness and sympathy by the inhabitants, among whom perhaps they recognise a brother, a sister, or countryman, whom they had supposed long since dead, but whom they are astonished to see clothed and clean, are overwhelmed with feelings which they find it difficult to express. On their arrival, those of a proper age are married, and sent to the adjacent villages. A house and lot is appointed to each family; they are supported one year by government, at the expiration of which they are obliged to provide for themselves. The captured children are also sent to villages, where they are kept at school till married, which is always at an early age. At the head of each village is a missionary, who acts in the double capacity of minister and schoolmaster. The exertions of the African Institution, aided by the missionaries of the Church of England, have effected a remarkable improvement in the morals of the inhabitants, who are generally contented and industrious. They have opened several avenues of profitable trade with the natives of the interior, and their external commerce is rapidly increasing. But I regret to add, that the climate of Sierra Leone is extremely deleterious to the health of Europeans. No less than seven governors have died since 1824, and only three soldiers survive out of a whole regiment.

The United States' colony of Liberia, which, being of a more recent date, is yet in its infancy, is situated about two hundred and fifty miles south-east of Sierra Leone, at Cape Montserado, or Mesurado. Its history is briefly as follows:—

"In December, 1821, the American Colonization Society effected the purchase of a tract of territory at Cape Mesurado, on which a settlement was made soon afterward. The colony at first was disturbed by the native blacks, who, in November, 1822, made two attacks upon it in large bodies, but were repulsed with great loss. Since that period the colony has received continual accessions from the United States, and rapidly improving. Additional purchases have been made in the vicinity, particularly on St. Paul's River, north of the Mesurado, and Stockton Creek, which opens an inland communication between the two rivers.

"The first and principal settlement is at Monrovia (so named in honour of President Monroe), on Cape Mesurado, which is fortified, with a government-house and stores, churches and schools. Farming settlements are formed at Caldwell, on St. Paul's River, and on Stockton Creek. Several trading factories are established along the coast, over which the society have a qualified jurisdiction for one hundred and fifty miles from Cape Mount to Trade-town. This jurisdiction secures to them the trade of the country, and precludes all Europeans

from any possession within these limits. It also enables them to put a stop to the slave-trade.* The population of the colony is rapidly increasing, and probably now amounts to above fifteen hundred. The country abounds in cattle, goats, swine, and fowls, and in most of the fruits and productions of other tropical climates.

Cape Mesurado is an elevated promontory, almost perpendicular on the north side, but with a gradual declivity towards the sea on the south. The natives in the vicinity of this place have been noted as very superior to those farther eastward; being quiet, tractable, and hospitable, and honourable in their dealings. The negroes on the banks of the river Mesurado, it has been said, speak a corrupt dialect of Portuguese, and acknowledge themselves vassals to Portugal; but are not, as some have supposed, Europeans changed to negroes by the power of the climate. Ivory is the staple commodity of exchange or barter. Teeth under the weight of twenty-two pounds are termed *scrivelloes*, and may be had comparatively cheap.

"It is highly probable," says Mr. Niles, "that we may build up a powerful people on the western coast of that benighted quarter of the world, who shall extend their settlements into the interior, as we ourselves have done [on this continent], and command the native tribes as we do; and thereby spread light and knowledge, civilization and religion, even along the yet unknown shores of the mysterious Niger, and totally break up at least the external trade in slaves; but without much, if any, sensible effect to decrease our own coloured population. However, it will be a great thing to have a spot provided to which our free blacks may proceed, with an assurance that their industry will be crowned with prosperity and peace, and where their children will have a country and a home; nor will it be less interesting because of the opportunity which it may continually offer to liberal and humane persons, who would gladly emancipate their slaves, if convinced that their condition would be benefited. We always approved of this project, for it is indeed a humane one, though we questioned its efficiency to accomplish the grand first purpose proposed."

In concluding an animated description of this flourishing colony, the *Encyclopædia Americana* uses the following language:—"Thus far the efforts of the American Colonization Society have been attended with great if not unexampled success. The men of colour who have migrated to Liberia have felt the influences of enterprise and freedom; and are improved alike in their condition and character. Those who were slaves have become masters; those who were once dependent have become independent; once the objects of charity, they are now benefactors; and the very individuals who, a few years ago, felt their spirits depressed in our land, and incapable of high efforts and great achievements, now stand forth, conscious of their dignity and power, sharing in all the privileges and honours of a respected, a free, and a Christian people."

A weekly newspaper, called the "*Liberia Herald*," is now printed at Monrovia, the capital of the colony, and appears to be very well con-

* M. Malte Brun's *System of Geography*.

ducted. A pretty brisk commerce is also carried on there; and in 1828 they exported seventy thousand dollars' worth of produce. The climate is salubrious, and with a few exceptions, the colonists have uniformly enjoyed good health.

June 8th.—Our water-casks having been replenished from mountain streams, and safely stowed on board, and the schooner being now amply supplied with fresh meat, vegetables, fruit, and refreshments of every kind, besides a quantity of live-stock, we found ourselves in readiness to set sail for home, "sweet home," many months sooner than we had anticipated. But the voyage had been prosperous beyond our expectations, and any further stay on the African coast would have been a useless waste of time and money. We therefore got under way on Monday, the 8th of June, and at 4, P. M., we left the anchorage at Benguela, which is in lat. $12^{\circ} 34'$ south, and long. $13^{\circ} 17'$ east; variation per azimuth, $21^{\circ} 30'$ westerly. We started with a fine breeze from south-west, and fair weather. At 11, P. M., we took the wind from south-by-west, and at 10 the next morning we had it from south-south-east. We crossed the meridian of Greenwich on Friday, the 12th.

June 15th.—We continued on our course to the west with south-east winds until Monday, the 15th; when, at 11, A. M., we were close in with the island of Ascension, in lat. $7^{\circ} 55'$ south, long. $14^{\circ} 23'$ west; about six hundred miles north-west of the celebrated island of St. Helena, and twice that distance east of Pernambuco, in Brazil.

The island of Ascension was formerly described as "a barren uninhabited island in the South Atlantic Ocean, without soil or vegetation," and as "an impracticable heap of volcanic ashes." This description was once correct; but industry, skill, and perseverance have now rendered a more favourable one appropriate. The island is in fact a shattered volcano, the pulverized materials of which are rapidly becoming converted into a rich and fertile soil. It formerly belonged to the Portuguese, who discovered it in 1501; but in 1816, some English families from the island of St. Helena settled here, and it was taken possession of by the British government as a military station; and sixty transport ships provided the garrison of two hundred men with supplies from the Cape of Good Hope. A fort was erected, roads constructed, gardens planted, houses built, &c.

This island is of triangular shape, about twenty miles in circumference; being eight miles from north to south, and five miles and a half from east to west. It may be seen from the mast-head in clear weather at the distance of ten leagues. On approaching it from the east, at the distance of six or eight leagues, its appearance is uneven and rugged, being an assemblage of hills, with a mountain overlooking them from the south. This is called Green Mountain, and is about eight hundred yards in height. The best anchorage at this island is in Turtle Cove, in eight or ten fathoms of water, with the flag-staff on Cross-Hill bearing south-east-half-east; Rat Corner, south-south-west; distance from the nearest shore about one mile. A heavy surf often interrupts the landing for several days together.

The whole island is of volcanic origin, and the surface is now partly covered with a reddish soil, while in some places there is a yellow earth

resembling ochre. A fine black earth covers the bottoms of the valleys, which are now in a fine state of cultivation by the little military colony before alluded to. The island is composed of several conic hills, from two hundred and fifty to three hundred and fifty yards in height. Green Mountain has a double top, rising in two peaks, like the Grecian Parnassus. In almost every part of the island, as Mr. Purdy justly observes, are found prodigious quantities of rocks full of holes like a honeycomb; together with calcined stones, very light, and pumice-stones. "The rocks, lying upon each other in a very irregular way, and mostly on the declivity of hills, leave great chasms between them; and as they have very little solidity, an observer runs some risk who ventures without caution upon them." "About the middle of the island, and between the hills, there are several little plains, which are divided into small spaces, so remarkably distributed that you would take them for so many pieces of land cleared of stones, and separated from each other by long walls."

According to the statement of the officers of the English brig *Slaney*, who visited this island in February, 1827, Ascension was then (under the government of Lieutenant-colonel Nicholls) in a most flourishing state of progressive improvement as to its resources, both natural and artificial. "Roads are constructing from the several springs (sixteen in number) to convey water to the garrison; and hopes were entertained of being able to supply a squadron with that essential article in the course of a year, by means of iron pipes from the principal spring to a reservoir near the beach. Pasturage for cattle is making its appearance. Sheep, turkeys, guinea-fowls, and live-stock of every description thrive well. Fruit, such as pines, Indian gooseberries, and plantains have been successfully cultivated. Potatoes, onions, carrots, pease, French beans, and almost every esculent vegetable have been produced upon the island; and thus, from a desert cinder, nature has been courted successfully to yield most of her useful vegetable productions. Only two deaths from sickness have occurred at Ascension during the last two years [1825 and 1826]; and when we consider that gales of wind are unknown to have visited the anchorage there, the value of the island as a rendezvous and a depôt for stores and provisions, for a squadron of observation, destined to cruise either on the African or Brazilian coast hereafter, will obviously repay the liberal attention that has been bestowed upon it."

A short time after the visit of the brig *Slaney*, the *William Harris*, a transport, landed at the island a cargo of live-stock—horses, hares, rabbits, pheasants, poultry, partridges, &c., seeds of vegetables, agricultural implements, and a supply of necessaries for the garrison, who all enjoyed very excellent health. In return, she took a large quantity of fine turtle, with which the island abounds; and, according to Captain Lesley, it "furnishes the finest in creation," being "not only fat and large, but in the highest perfection for eating. Their weight, in general, is from one to seven hundred pounds. They are, of all I ever tasted, the fattest and finest; all others I ever saw before bear no com-

parison with them." This description, I should suppose, would make any alderman's mouth water.

From the island of Ascension we shaped our course west-north-west, with a strong breeze from the south-east, and fair weather. We crossed the equator on Sunday, the 21st of June, in long. $30^{\circ} 47'$ W., and on Tuesday, the 23d, we lost the south-east trade-winds, in lat. $5^{\circ} 42'$ N., long. $32^{\circ} 14'$ W. From this day to the 26th we had light variable winds, and heavy falls of rain. On the last-mentioned date, at four, P. M., we took the north-east trade-winds, in lat. $10^{\circ} 4'$ N., long. $32^{\circ} 51'$ W. We now had a fine breeze from east-north-east to north-north-east, and fair weather for ten days.

July 4th.—On Saturday we celebrated the anniversary of our national independence in an appropriate manner, by displaying the stars and stripes, and firing a national salute at sunrise, noon, and sunset. This ceremony was rendered the more interesting by its being beneath a vertical sun, at twelve, M.,—"a sun of glory, that threw no shadow on the scene." At this moment the sun's declination and our latitude only differed one minute and thirty seconds. Temperature of the air 95° , of the water 83° . Heaven grant that the sun of our national glory and prosperity, which is rapidly ascending to the zenith, may there remain vertical, until time shall be no more.

July 7th.—On Tuesday, the 7th, we lost the north-east trade-winds, in lat. $31^{\circ} 0'$ N., long. $63^{\circ} 8'$ W. We now continued steering to the north and west, with variable winds and occasional foul weather, for nearly another week, when the cheering cry from the mast-head of "Land, ho! land, ho! over the larboard bow," announced the appearance of Mount Mitchell, or the highlands of Navesink, and many anxious bosoms throbbed quick in response to the welcome cry. In a short time after we were boarded by a pilot.

July 14th.—On Tuesday, at four, P. M., we arrived at the quarantine ground, Staten Island; and at five, P. M., I landed at Whitehall, where I took a coach, and in a short time I had by the hand my worthy old friend Christian Bergh, Esq., who greeted me with a cordial "welcome home," affectionately inquiring after the health of myself and crew. But not a question would he ask, not a word would he hear, respecting the success of our voyage, or on business of any description, until I had embraced my family, who, he informed me, were in good health. This instance of kindness and delicacy, so different from the general conduct of "mercenary man," touched me sensibly.

While I was conversing with the old gentleman, we were joined by his son, Edwin Bergh, "a son every way worthy of such a sire." His greeting was equally cordial, equally delicate with that of his excellent father; neither of them would touch upon business until I had discharged duties of a more tender character. On taking my leave of these worthy men, I was met by their copartners in business, Jacob Westerfield and Robert Carnley, Esqrs., whose reception, to my increased surprise, was exactly similar to that of the Berghs. The pleasure of seeing me returned in safety, they said, was a theme sufficient for the remainder of that day; to-morrow would be time enough

for business. They inquired after the health of the crew, and dropped several manly tears for the fate of young Ogden, one of them exclaiming, "Ah! who shall tell his widowed mother this! His sisters too—'twill break their hearts to hear the dreadful news."

I now took my leave, and in a few minutes more held a dear form in my arms which had been rendered senseless by the sudden joy arising from my unexpected appearance. But such revulsions of nature are seldom fatal.

"But recollection whispered yet a joy
'Twas hers to give, and from the trance she starts,
Puts in his arms their little infant boy,
Love's precious pledge, that closer binds their hearts."

CHAPTER VII.

A Sister's Inquiry for her Brother—An Evasive Answer—The Fatal Truth disclosed—A Mourning Family—Pious Resignation—A Funeral Sermon—Discharge the Cargo—Visit Stonington—Preparations for another Voyage in the Antarctic—Domestic Affairs—A Wife resolved to accompany her Husband—Vain Expostulations—Arguments pro and con—The Embarkation—The Pilot dismissed.

THUS far all had been pleasure and congratulation. Several friends had dropped in to wish us joy, and welcome my return. Among the rest a beautiful young lady, who had formed an intimacy with my wife during my absence, made her appearance. Owing to the agitation and confusion ever attendant on such joyful occasions, the usual etiquette of a formal introduction was forgotten or neglected, and my fair visiter opened the conversation without ceremony, her eyes sparkling with vivacity and pleasure as she spoke.

"Oh, Mrs. Morrell, I congratulate you with all my heart. Captain, I am so glad that you have returned. I hear that your beautiful new vessel the Antarctic is at quarantine. I suppose she will be detained some time. How soon do you think she will be up?—Or will your men be allowed to come to the city to see their friends? You must let my brother William come up, if it is only for one night, or else we shall all go down to see him, and board you by force of arms. Your Antarctic, with all her guns, cannot oppose a female press-gang, who have so strong a claim on one of your crew. We must have William."

"William! What William!" I inquired, as a very unpleasant suspicion flashed across my mind. "We have several fine fellows of that name. Which of them do you claim, miss?"

"Why my brother, to be sure, William Ogden, the last man you shipped, the very day before you sailed; he gave us the slip at a few hours' notice, for which I mean to give him a round scolding, after I

have kissed him, and am certain that he is quite well. And I have got good news for him, too."

The reader will easily perceive that I now found myself placed in a very awkward, in a very painful situation. To dash at once from the lips of this amiable girl a cup overflowing with hope, joy, and affection, I could not for the wealth of worlds; the worth of the Antarctic, and all her valuable cargo, would not have bribed me. I stole an appealing glance at my wife, for counsel and assistance; but instantly read, in an answering glance, that I must depend on my own resources. I therefore resolved to gain time by evasion, and so made the following reply:

"William Ogden! There is no man of that name on board of the Antarctic." She now looked very much alarmed. "But as you allude to his giving you the slip, and shipping in a sudden, unexpected manner, it is highly probable that he may have entered under an assumed name. It is often done by romantic young men, you know, especially if there be 'a lady in the case.'"

"An assumed name!" repeated the affectionate sister. "Why should he do so? And yet it is possible. Indeed, it *must* be so; for I know, we all know, that he sailed in the Antarctic; and the very night before he sailed a strange band of music came under his window, and played the beautiful air of 'Home, sweet home,' in the sweetest style, he told us, that ever he heard it performed in his life. But he knew not who the musicians were, nor could he imagine the cause of their paying him the compliment of so pleasing a serenade. They repeated it several times, he said, and the effect on his mind was such as almost induced him to relinquish his wild resolution of going to sea."

"Well, Miss Ogden," I replied, with as much firmness as I could assume, "if your brother be on board the Antarctic, under whatever name he may have shipped, you shall see him to-morrow, or at least hear some reasons for his non-attendance. You shall not be kept in suspense an hour after I return to the vessel."

With this assurance she appeared satisfied, and after thanking me, departed with a heart as light as gossamer, or the down of a thistle. I now consulted with my wife and one or two friends, on the best mode of breaking the distressing intelligence to the now happy family. One of my friends, much better qualified for such a mournful office than myself, volunteered his services on the occasion. I did not attempt to express my gratitude to him; but I felt it: and if he should chance to cast his eye upon this page, let him be assured that I thank him still, for saving my feelings on that occasion. I would not shrink from any duty, under ordinary circumstances; but the reader must bear in mind that I had yet scarcely embraced my family, after a long absence.

My friend performed his assumed duty, and acquitted himself on this occasion, as he does on every other, in the best possible manner. The shock was great; but every member of that highly respectable and very amiable family had been taught by affectionate and pious parents to be resigned to the will of Providence. The thrice-bereaved and widowed mother came to see me on the following day, and thanked

me for—I hardly remember what ; but she thought I had been kind to her poor boy, as she called him. She assured me that she had prayed for and obtained a feeling of humble resignation to this afflicting dispensation ; and that she could breathe sincerely from the heart the ejaculation of “Thy will be done.”

On the following Sabbath a funeral sermon was preached by the Rev. Mr. Schaeffer, which was attended by the crew of the Antarctic, on whose weather-beaten visages glistened many a manly tear.

This amiable young man was born in the city of New-York, on the 15th of November, 1807. He was educated in his native city, under the charge of the late Joseph Nelson, LL.D., and received the first honours of that distinguished school. At the age of sixteen, shortly after the death of his father, he entered upon a mercantile profession ; and in the spring previous to our sailing for Africa, he commenced the dry goods business, and his success was every way equal to his own anticipations, or the wishes of his friends. He suddenly determined to go to sea—so suddenly, that he only made up his mind the day before the Antarctic sailed. He informed his friends that his resolution was irrevocably fixed, without assigning any reasons, except his desire to explore the south polar regions. During our outward passage, and until the period of his death, he wrote home by every opportunity. I am not at liberty to enter into particulars, except to add, that two fond, faithful, virtuous hearts had been sundered by unnatural influence. I am at liberty to add, that I have seldom met with his equal for integrity, uprightness, and every manly virtue which adorns the human character ; that he was an affectionate son, and a kind brother ; and that he never caused his family a tear, until he embarked on this (to them) unfortunate voyage. His death has occasioned a chasm in their domestic circle which can never be filled.

Independent of the melancholy circumstances just detailed, every thing conspired to render my return a happy one. All my relations, friends, and acquaintances were in good health, and expressed great joy on seeing me. One of my sisters had happily married during my absence, to Mr. Sheldrin Tomlinson, of Connecticut, a very worthy man. This was my sister Abby, who after her nuptials received a very handsome marriage-portion from the hand of Mrs. Burrows, the wife of Silas E. Burrows, Esq., the generous benefactor of our family, after the awful calamity which deprived us of a mother. The reader will recollect that he and his amiable wife took my motherless sisters under their protection, and treated them with unexampled tenderness and benevolence. I know their retiring, unassuming character, and dare not hazard the expression of all I feel on this subject.

July 15th.—On Wednesday, the 15th of July, I had the pleasure of seeing my worthy and much esteemed friend Charles L. Livingston, Esq., who received me in the most cordial and affectionate manner. He is one of the worthiest men of which the state of New-York can boast ; but his character is so well known, and so highly appreciated by the public, that it needs not the feeble eulogium of my pen. This gentleman, with all the others concerned in the schooner

Antarctic, expressed great satisfaction at the successful result of our voyage, and were pleased to speak to me in terms of high approbation; which was, of course, very grateful to my feelings. The pleasure of knowing that we have faithfully discharged our duty is much heightened by the approbation of our employers. I now laid before them my favourite plan of jerking beef on the coast of Africa, but they all declined entering into the speculation.

During this week we finished discharging the cargo of the Antarctic, at the quarantine; and in a few days afterward, that elegant vessel was once more moored at the wharf in front of the ship-yard where she was built, with the rigging taken from her mast-heads. Here I took my leave of her for a short time, for the purpose of paying a visit to my father, sister, and other friends in Connecticut.

This excursion to Stonington yielded me much enjoyment. Every one was well and happy, and the place improving and increasing in wealth and importance. I was extremely glad to learn that the spirit of patriotism and enterprise which has ever distinguished the inhabitants of this place, had received some encouragement from government, in appropriating funds for erecting a lighthouse and constructing a breakwater; and that the state legislature had granted them a charter for a bank.

I united with them in celebrating the anniversary of the memorable bombardment of that place, which is strictly observed, not only by "the sterner sex," but also by the females of every age, from the blooming girl to the silvery headed matron. After attending to this patriotic festival, and spending a few very happy days with my father and sister, I took my leave of Stonington, and returned to New-York; where I found that my friend Captain William Skiddy, commander and part owner of the Havre packet Francis the First, had arrived during my absence. This gentleman was one of the owners of the Antarctic; and, as a ship-master and a gentleman, sustains an elevated rank in the estimation of the community.

On calling to see my venerable friend Bergh, he informed me that it was the unanimous wish of the owners that I would again take charge of the Antarctic, and proceed on a voyage to the South Seas and Pacific Ocean. This request I was ready to comply with; and entered into the scheme with so much alacrity, that by the latter end of July, the schooner was in readiness to receive her stores and provisions, with every other necessary article; and by the 1st of September, we once more found ourselves ready for sea; the Antarctic lying in the East River, abreast of Catharine market.

In the mean time, my wife had informed me, that during my late absence she had made up her mind to accompany me on my next voyage, be it to whatever section of the globe it might, even to the icy regions of the antarctic circle. So much had she suffered from anxiety of mind on my account, during the last twelve months, that she assured me she could not survive another such separation.

"Only take me with you, Benjamin," was her constant reply to all my expostulations against the measure, "and I will pledge myself to lighten your cares, instead of adding to their weight. I am willing to

endure any privation—let my fare be that of the meanest creature on board, and I shall be happy, if I can see *you* in health and safety. Should misfortune be your lot, I would console you; and I would a thousand times rather share a watery grave with *you*, than to survive alone, deprived of my only friend and protector against the wrongs and insults of an unfeeling world.”

I then represented to her, in strong colours, the force of objections from another quarter. It was to be admitted that my owners and employers were the best and most benevolent of men. But, as a general principle, merchants would never willingly consent for a ship-master in their employ to be accompanied, on a long voyage, by his wife. Some would object to it on the mean avaricious apprehensions of the lady's food abstracting some fifty dollars from the net profits of the voyage; others were fearful that the husband would neglect his nautical duties, by attending more to the comforts of his wife than to the interests of his owners. To all these, and a thousand arguments of equal cogency, she had ready and plausible replies.

“As regards the cost of food,” she replied, “your owners shall not suffer a cent. Water costs nothing, bread we can buy ourselves; I want no better fare, if I can only be with you, if I can only see you once in twenty-four hours, and know that you are not sick; or if sick, that I can have the privilege of nursing you, and administering to your wants. And how little must they know *you*, Benjamin, who could for a moment suspect that you could neglect your duty on my account. The Antarctic would be doubly safe with me on board; for your care and watchfulness over her safety would be tenfold increased for my sake. You would know that your wife and the vessel must swim or sink together.”

I will not fatigue the reader with all the arguments urged and refuted on both sides; but will merely state that my principal objection, next to anxiety for her comfort and safety, was the fear of slanderous tongues, which might injure my professional character as a ship-master, by representing me as studying my own comfort and pleasure, instead of the pecuniary advantages of those who intrusted me with the vessel. I knew that I had enemies who would seize upon the slightest pretext to lessen me in the estimation of merchants, as a man of business. To this she replied, that while conscious of doing my duty to God and man, the shafts of envy could never harm me. I then appealed to female timidity, and endeavoured to alarm her terrors by picturing the dangers of the sea in the most frightful colours. I represented the chance of being shipwrecked on an island of savages, who would massacre the survivors with perhaps the exception of herself, reserved for a still more horrid fate; the hazard of foundering at sea, in a gale of wind, and the crew compelled to save themselves in an open boat, in the midst of the ocean; together with many other dangers of a like nature.

In this opposition to the fondest wish of her heart, I was ably supported by her parents, brothers, sisters, and friends; also by my uncles Captains Thomas and Denasen Wood, with their wives and daughters, my sisters, and many respectable friends and acquaintances, who all

united in endeavouring to dissuade my wife from her resolution of accompanying me on this long and perilous voyage. They renewed the subject morning, noon, and night, but all to no purpose. She was still determined to go with me, wherever I went, unless I peremptorily and absolutely forbade her; the consequence of which she said would be, that she should never more see me, feeling it impossible to survive until I returned.

For the week before I gave my final consent, she could neither sleep nor eat; but bathed her pillow with tears at night, and drooped all day like a fading lily. I now became alarmed for her health; it evidently appearing that my further opposition to her wishes would be fatal to her happiness, if not to her life. I therefore told her, only two days before we sailed, that I would yield to her wishes, if she would agree to the restrictions that had been pointed out: viz. that she must expect no attentions from me when duty called me on deck; that she must never blame me, if things were not agreeable or pleasant, at all times, during the voyage; and that she must not expect that there would be any extra living on board the Antarctic on her account. She threw herself on my bosom, and for some moments could only thank me with her tears. At length she feebly articulated, "You shall see, Benjamin—you shall see."

From this moment her health began to improve; while her pallid, death-like countenance changed into the picture of happiness, and soon exhibited the bloom of the rose. All her former cheerfulness and vivacity returned; and when I chanced to be present when she was busily engaged in making her preparations for the voyage, she would often repeat the exclamation, "Oh, Benjamin, how happy you have made me!"

The various scenes of final leave-taking I shall leave to the reader's imagination; for I fear that I have already trespassed too much on his patience with matters that merely concern myself—subjects seldom interwoven with the coarse fabric of a seaman's journal. But though "Columbia's tars have hearts of oak," they sometimes soften in the warm rays of affection.

It was on Wednesday, the second day of September, 1829, at eleven, A. M., that I handed my wife on to the deck of the Antarctic, which was just getting under way, with the pilot on board. We were attended by several of our friends, who proposed accompanying us to Sandy Hook, and returning in the pilot-boat: viz. my worthy friend Mr. Edwin Bergh, and his father-in-law Mr. Geer, Captain Mitchell, Mr. Bogert, Mr. Keeler, and Mr. John Wood, the son of my uncle Captain Thomas Wood.

At one, P. M., we passed the Battery, with a moderate breeze from the south-west, and fair weather. At five, P. M., my friends all took their leave, and after wishing us a prosperous voyage and a safe return, they went on board the pilot-boat Thomas H. Smith, of New-York. Before they squared away for the city, however, they greeted us with three hearty cheers; which were duly honoured by our noble tars, with six loud and animating responses.

It may not be improper in this place to remark, that the Antarctic,

on this occasion, though amply and liberally supplied with every thing necessary for a long voyage, *had no ardent spirits on board* ; as I was determined to test the question of the practicability of such a measure. I am happy in having this opportunity of bearing public testimony to the fact, that the experiment was in every respect successful ; so that from my representation of the result, several other ship-masters have adopted the same plan, with the like happy effects. I am so perfectly satisfied of the advantages arising from this system, not only to the health, morals, and pecuniary interest of the crew, but also to the master and owners, by a more faithful discharge of duty, that I shall strictly adhere to it in all my future voyages. Its advantage to the seamen is obvious ; as instead of their usual allowance of grog, they receive an equivalent in cash, which, at the termination of a two years' voyage, must amount to a handsome sum. Two or three years' abstinence will cure this disease of a vitiated appetite in almost any person, even if he be a veteran in the ranks of intemperance ; and I sincerely believe that those ship-masters who have adopted my plan of commuting with their crew for ardent spirits are doing more for the cause of *temperance* than any other set of men. May heaven prosper the endeavours of every one engaged in this glorious cause ; for he, or she, that is instrumental in arresting one solitary human being in the downward course of intemperance, and reinstating him in the path of sobriety and virtue, may be emphatically termed the benefactor of mankind.

FOURTH VOYAGE.

TO THE NORTH AND SOUTH PACIFIC, INDIAN OCEAN, &c.

CHAPTER I.

Departure of the Antarctic—Good Qualities of the Schooner—The Captain's Wife on board—Beauties of a dying Dolphin—Sudden Death of Francis Patterson—Arrive at Bonavista—Arrive at Porto Praya—Steer for the South—The Crew assailed by Fever—The Lady suffering under the same Disease—Distressing Situation of the Antarctic—Death of Mr. Geery—Death of Mr. Spinney—The Prospect darkens—A Wife's dying Request to her Husband—A Dawn of Hope—The Sick begin to recover—Arrive at Tristan d'Acunha, and procure Refreshments.

As the objects of this voyage will be fully developed in the course of the narrative, it will not be necessary to detain the reader by any premature comments on the subject. If he have patience to peruse the following pages, he will be master of the whole secret. He will also learn in the sequel, that though the enterprise proved a total failure, so far as respects the pecuniary interests of the parties concerned, more especially my own, the cause of science has been essentially promoted by new discoveries of a most interesting description, both in a commercial and moral point of view. But this is not all; he will become convinced, that through the means of these discoveries I could, with only a moderate share of patronage, either from the United States government, or a private company of enterprising capitalists, open a new avenue of trade, more lucrative than any which our country has ever yet enjoyed; and further, that it would be in my power, and *mine alone*, to secure its monopoly for any term I pleased. But I will not anticipate; having merely intimated thus much as an additional inducement for the reader to accompany me through the following pages.

No vessel, perhaps, could be better adapted to meet successfully the contingencies of such a voyage than the schooner Antarctic, of which I had just resumed the command; this being only her second essay since she was first launched from the ship-yard of her experienced and accomplished builder, Christian Bergh, Esq., in 1828. In my former voyage on the African coast, I had tried this vessel effectually, in every position and situation, to my entire satisfaction. She was very sharp-built, of one

hundred and seventy-two tons, constructed of the best materials, and finished in a superior manner, with which her rigging and equipments corresponded. I feel no hesitation in adding, that a finer vessel of her class never ploughed the ocean. I think she would outsail any vessel belonging to the port of New-York, on a wind, in rough weather, or in turning to windward.

At her earnest and unceasing solicitation I was accompanied by my wife, on this long, perilous, and in many respects disastrous voyage, having previously committed our little boy to the protecting care of his affectionate grand-parents. We embarked on Wednesday, the 2d day of September, 1829, at 11, A. M., and took our departure from Sandy Hook light at about 7 o'clock, the same evening—the light bearing west-north-west, distant three leagues. We steered to the south-east, with a moderate breeze from south-west, and fair weather, running past every thing standing in the same direction.

Sept. 4th.—On Friday, the 4th, we were in lat. $38^{\circ} 57'$ north, long. $66^{\circ} 44'$ west; and continued our passage to the eastward, with contrary winds a great part of the time, for more than three weeks. Our first point of destination was Bonavista, one of the Cape Verd Islands, where we were to touch for salt.

Sept. 28th.—On Friday, the 28th, we took the north-east trade-winds, in lat. $32^{\circ} 17'$ north, long. $26^{\circ} 11'$ west, wind from north-east-by-north, and fair weather. We continued on our passage with a fine breeze, occasionally seeing sperm-whales, porpoises, dolphins, skip-jacks, sharks, and pilot-fish. We caught several porpoises and skip-jacks, and one large shark; thus giving the lady an opportunity of contemplating these tenants of the mighty deep, when drawn from their native element. The shark was of formidable dimensions, measuring fourteen feet in length. But the spectacle in which she evinced the most thrilling interest was that of a dying dolphin, when writhing in the last agonies, while his scales reflected all the richest tints of the rainbow. Though familiar with Falconer's beautiful description, she thought the reality even more beautiful than that accomplished seaman's poetry.

"What radiant changes strike the astonished sight!
What glowing hues of mingled shade and light!
Not equal beauties gild the lucid west,
With parting beams all o'er profusely dress'd.
Not lovelier colours paint the vernal dawn,
When orient dews impearl the enamelled lawn,
Than from his sides in bright suffusion flow,
That now with gold imperial seem to glow,
Now in pellucid sapphires meet the view,
And emulate the soft celestial hue;
Now beam a flaming crimson to the eye;
And now assume the purple's deeper die."

Sept. 30th.—On Wednesday, the 30th, one of our oldest and most experienced seamen was seized with an apoplectic fit, and expired at 2, P. M., aged sixty-five years. His name was Francis Patterson, an Englishman by birth; a veteran tar, who had followed the seas for fifty-five years, and had been in many of the naval engagements of Great Britain. He was as taut and as honourable a seaman as ever put two ends of a rope together; a fine specimen of British tars of

the Dibdin school. At his own dying request, he was buried according to the customs of the British navy; and his loss was sincerely felt and lamented by every soul on board.

Oct. 5th.—We arrived at Bonavista on Monday, the 5th day of October; and at 6, A. M., came to anchor in English Roads, in three fathoms of water, sandy bottom, mixed with coral. This island is one of the Cape Verds, for a description of which the reader is referred to the first and second chapters of my Third Voyage. At 7, A. M., I went on shore to see my old friend Don Martinez, who informed me that we could not have any salt until Wednesday, the 7th, when we commenced taking on board eleven hundred bushels.

Oct. 9th.—On Friday, the 9th, at 7, P. M., we got under way, and steered for St. Jago, where we arrived on the 10th, and came to anchor at Porto Praya, at 6, A. M., in four fathoms of water, sandy bottom. I immediately called on Mr. Merrill, the United States' consul, whom I found to be sick, having been confined to his room for about three months, with intermittent fever and ague, a disease which was then prevailing at Bonavista, though not many cases had occurred in Porto Praya. Though not able to attend to the duties of his office, this gentleman rendered me every assistance in his power; as did also Mr. Gardner, an American merchant, who is the son-in-law of Don Martinez. This gentleman is always very active in assisting Americans who touch at this port for refreshments, and will never accept any compensation for his trouble.

Oct. 11th.—Having replenished our water-casks, and taken on board a large supply of live-stock, fruit, and vegetables, we once more got under way, on Sunday, the 11th of October, at 7, P. M., and steered to the south, with a light breeze from north-east-by-east, and fair weather.

Oct. 12th.—On Monday, the 12th, we lost the north-east trade-winds, in lat. $10^{\circ} 40'$ north, long. $22^{\circ} 30'$ west. For several days following our progress was retarded by successive or continued calms, with very light variable airs, attended with heavy falls of rain.

Oct. 25th.—This weather continued until we crossed the equator, which was on Saturday, the 24th, in long. $22^{\circ} 45'$ west; and on the following day we took the south-east trade-winds, from south-east-by-south, and fair weather. On the same day eight of the crew were taken sick with the intermittent fever; and on the 26th the officers and my wife were taken down with the same disease.

Oct. 28th.—On Wednesday, the 28th, eleven men and my wife were all lying, as I thought, at the point of death. My situation was now truly deplorable and appalling; on board of a vessel, in the middle of the ocean, expecting every moment to see the rest of the crew reduced to the same helpless condition with their comrades, and the gallant little Antarctic left to the mercy of the winds and waves, without a hand to guide the helm or to tend the braces, and keep the sails trimmed to the breeze. The prospect was gloomy in the extreme. And then the patient suffering angel in the cabin, far removed from the reach of a mother's or a sister's sympathy, and all those delicate offices of affection which a female hand is best fitted to perform.

Had she not been on board I should certainly have borne up for the first port under our lee, as I momentarily expected that every man would be taken down with the same fever. But I reflected that some slanderous tongues might attribute such a deviation from my regular course solely to the fact of my wife's being on board. That idea I could not tamely endure; especially if any untoward accident should be the result of such a measure. Thus was I beset with difficulties on every side; difficulties which those heroes of the drawing-room who would be the most liberal in their censures could not appreciate.

"No! perish all first!" I muttered with bitterness, as I gloomily paced the deck at midnight. "I will never subject myself to the unfeeling sarcasms of those carpet-knights, on whose delicate frames the winds of heaven are not permitted to blow too roughly. Let them loll on their parlour sofas, or sport on the downy beds of luxury: I will pursue the direct path of duty, and leave the result to an all-wise and overruling Providence. His word can stay the pestilence, if such be his gracious purpose. If not, we are in his hands, and let his holy will be done." The soothing influence of this last reflection calmed my agitations, and encouraged me to persevere in my arduous duties.

I momentarily expected to be taken down myself; if not with the fever, by fatigue and watchfulness, in nursing the sick and navigating the vessel, being constantly in motion, and scarcely able to snatch a moment's repose or a mouthful of necessary nourishment. The seamen who were still able to perform their duty on deck were unwilling to attend to their dying shipmates, believing the disease to be contagious; which was not the case, or I should certainly have taken it myself, as I was day and night administering to the wants of the sufferers, and nursing by turns the officers and my languishing but uncomplaining wife. I am certain that I did not average more than two hours' sleep out of the twenty-four; and even this sleep was not rest, for the anxiety of my mind rendered it any thing but refreshing.

Oct. 30th.—On Friday, the 30th, Mr. Scott, my third officer, appeared to be dying, as the blood had settled under his toe-nails, and his legs had become cold above his knees. I therefore took him on deck, and commenced bathing his limbs with warm vinegar, and rubbing them with hot flannel steeped in the same, until by vigorous exertion, and long perseverance, the circulation of the stagnant blood was again restored; when I replaced him in his berth below.

Oct. 31st.—On the following day my first officer, Mr. Moses Hunt, told me that he felt himself to be near his end, and requested to be taken on deck, that his brother-officers might not suffer the shock of witnessing his last agonies. I complied with his request, at the same time suggesting that his situation might not be so critical as he imagined; but that hot vinegar with rapid friction might revive him, as it had Mr. Scott. This experiment was immediately adopted with unremitting perseverance. I observed that the blood had begun to settle under his nails, that his extremities were deathlike cold, and that there was scarcely any perceptible motion in his pulse. The thermometer now stood at 94° in the draught of the companion.

"It is in vain, captain," said he, taking me by the hand, while his

own was cold and clammy; "it is of no use—my life-lines are stranded—God bless you, my dear sir—you are the sailor's friend—a father to those under your command—Heaven will bless you." I told him I hoped he felt resigned to the will of Providence, and was prepared for the change which he thought so nearly awaited him. He answered that he believed he was; and then folded his hands, and raising his eyes aloft, was for some time engaged in silent prayer. At the same time I breathed a fervent petition to Heaven, that I might not be thus deprived of this my chief dependence, my able counsellor and well tried friend, under my present troubles and difficulties.

During all this time our exertions in attempting to restore the circulation of blood in his limbs were not relaxed, but continued with increased ardour; by continual friction, and bathing with hot vinegar, these exertions were at length rewarded with success; when, to our unspeakable joy, we once more felt his beating pulse, which began to tell with accelerating force, and the blood at length resumed its usual course through his limbs. Before night we took him below, and entertained great hopes of his final recovery.

My wife was at this time so low that I dared not indulge the hope of her ever being restored to health, or of even surviving another revolution of twenty-four hours. She still retained her senses, however; and several times a day would send her brother forward, with sweetmeats, jellies, cakes, and other little delicacies, for the sick sailors in the fore-castle; saying, with a voice enfeebled by disease and pain, "Poor men! how much they must suffer for the want of some little thing that is palatable and nourishing." Although she could not turn herself in the bed, she would give directions to her brother how to make wine sangaree and lemonade, and send him forward with it, at least a dozen times a day, to the sick seamen, with orders to them if they wanted it more frequently to send their shipmates aft, and they should have it.

November 1st.—On Sunday, the 1st of November, the fever still raged with unrelenting severity. Several of the crew appeared to be dying; but were revived by blisters, friction, and bathing with hot vinegar. Mr. Scott, the third officer, had again become worse, so that his tongue had turned black, and his pulse had nearly ceased to beat for more than two hours. But by a very large blister on the pit of his stomach, and frequent bathings with vinegar, with hot applications constantly at his feet, we once more raised his pulse, and restored the circulation of the blood in his limbs.

November 2d.—This mode of treatment, however, was not always to be successful. On the following day, which was Monday, the 2d of November, I was called to witness the closing scene of life's little drama in the person of Mr. Samuel Geery, son of James Geery, Esq., merchant, in the city of New-York, at the early and promising age of twenty-two. This was a young man who promised to become a first-rate navigator, having every necessary qualification for rising to the head of the profession; add to this, for his private virtues I loved him like a younger brother. The reader will easily conceive that it was

a painful trial for me to lose his friendship and services at this afflicting period. God's will be done.

A little before eleven o'clock at night, as I had just been successfully employed in relieving Mr. Hunt from a fainting fit, I was called to Mr. Geery, who for some time had been lying very low, but always patient, calm, and resigned. As I approached him, he reached out a hand to me, now much enfeebled by disease, but which had ever been nerved in the cause of justice, and open in that of humanity.

"My dear friend," said he, "I am going—and going happy, and perfectly resigned to the will of God: I shall one day meet you in heaven, together with my father and mother, and others who love me."

The moment I took his cold clammy hand, I was convinced that he was struck with death; the blood being settled under his nails, and there being little or no perceptible motion in his pulse. I immediately applied the warm vinegar bath, but he told me that it would be of no use, because God wanted him in the other world. I asked him if he was ready and willing to die. He replied that it would be the happiest moment of his brief existence; for he longed to leave this world, and be with our blessed Saviour. "The angels," said he, "are now hovering over the vessel, waiting for my departing spirit, to take it to the God that gave it." I cannot recollect all he uttered on the subject of his approaching dissolution; but it was such language as impressed me with a full conviction of the sincerity of his piety and religious faith.

He retained the full exercise of his intellectual faculties to the last moment; and requested me to assure his parents, brothers, sisters, and friends that he knew Jesus had prepared a place for him in heaven, where he hoped to meet them all in His own good time. He then gave me his hand again, saying he had but a minute or two longer to stay; but his dying prayer was that the Lord would bless me, because I was a friend to seamen, and had shown kindness to him and all his shipmates during their sickness. "I come, Lord Jesus!" were the last words that he spoke; when he straightened out his lower limbs, folded his arms across his breast, closed his mouth and eyes, and thus decently composed himself to his final sleep, with a placid smile on his countenance, and without a struggle.

Thus died, in the very morning of life, as amiable a youth as ever guided the helm or trimmed the sails of a vessel. Quick, penetrating, intelligent, and wise for his years—brave and collected in danger—gentle, affable, kind, and affectionate, under all circumstances. The precepts of Christianity having been early instilled into his tender mind by pious parents and teachers, he looked to Heaven with gratitude for the blessings he had enjoyed, and with hope for others in perspective. He died "the death of the righteous, and his last end was indeed like his." He departed this life on the 2d day of November, 1829, at eleven, P. M., in lat. $20^{\circ} 30'$ S., long. $21^{\circ} 47'$ W. The heat of the weather rendered it necessary to bury him soon; we therefore the next morning, at eleven, A. M., committed his body to the deep with the usual solemnities practised on such occasions.

I kept the death of Mr. Geery a secret from the officers in the cabin, who were all very much attached to him. I also kept my wife in ignorance of the fact, who made daily inquiries respecting Mr. Geery's health for nearly a month after his burial; frequently sending her brother to carry him some little delicacy or dainty, from her own stores. She was much shocked when I finally communicated to her the melancholy intelligence, which was not until her health was partially restored.

November 3d.—Tuesday, the 3d, found ten of the Antarctic's crew lying, apparently, at the point of death. At one, P. M., on visiting the forecabin, I found that Daniel Spinney had been struck by the cold hand of the fell destroyer. His legs were cold nearly as high as his hips, and the blood had settled under all his nails. We lost no time in making the usual exertions to restore the circulation in his limbs; and several times during the afternoon and evening our labours appeared to be crowned with success. But he told me, from the first attempt, that it was of no use, as he was confident that he could not recover.

"This weather-beaten hull of mine must founder, captain, and go down to Davy Jones's locker; but I hope my spirit, my soul, and that is I myself, will find a pleasant berth aloft, and ship with the Captain of our salvation." I told him I rejoiced to perceive that he was not afraid to die. "Why should I be afraid to die?" said he. "I have never injured man, woman, or child. I have always been kind to my shipmates. I have treated every man just as I should wish to be treated were I in his place and he in mine. I have never brought any sorrow or affliction upon any person, to my knowledge. I have never stood still and seen a female insulted. I was never backward in placing myself in front of the enemy during the last war; and I believe I never shrank from my duty, in any point, since I first belonged to a ship. Why then should I fear to die? The Captain with whom I am now going to ship is full of mercy and compassion. He won't reject an honest tar that's done his duty. If you, who have more or less earthly passions about you, have been so kind to me, why should I doubt His kindness? Besides, I have looked death in the face too often to tremble at him now." It was now near midnight.

After some time spent in expressing his gratitude to me, which was done in a strain that I do not think proper to repeat, he added, "May God bless you, sir, and your good lady; who, although she has been lying at the point of death for some time, has been robbing herself of many little dainties, and sending them forward every day to me and my sick shipmates. We cared nothing for the sweetmeats, and such-like; but it was the action we looked at—it is your lady's good-will towards us that makes us all so grateful. I once heard the Rev. Mr. Chase say, when preaching in the Mariners' Church in Roosevelt-street, at New-York,—Ah! I shall never see that flag again,—Gratitude, he said, was an evidence of grace in the heart. I hope it is so, for I can assure you, my dear sir, that the Antarctic has some grateful hearts on board."

After many more expressions of this kind, he begged me to leave him,

and go to my sick wife and the officers, as they might need my assistance. I immediately went aft, where I found that my wife was totally deprived of her reason by the violence of her fever, and that Mr. Hunt was in the same helpless situation. Three of the seamen, also, appeared to be struck with death, viz. Alexander Moony, of New-York; George Strong, of Albany; and William Baker, of England. They said they believed they were dying, and wished to take their leave of me. I expressed a hope that their present feelings resulted from the breaking of the fever, which was evidently at a crisis, and if such was the case, their sensations must of necessity be very disagreeable; and that they must not be alarmed at seeing themselves fall away to mere skeletons in a few hours. This was the fact. While the fever was on them, they were apparently gaining flesh; but the moment the fever left them they became thin and collapsed, attended with excessive weakness.

Poor Spinney, who was lying near them, addressed himself to them with his usual technicality—"Shipmates," said he, "you need not begin to look out for land yet, for you have not yet come anywhere near soundings. I have been on soundings now for about thirty-six hours, with a fair wind, wafting me gently in towards the shore; and I have lately shoalen'd my water so fast, that I shall soon make the land of Paradise; where, after passing the channel of death, I shall moor my little vessel head and stern, and keep all a-tanto, as we shall never have a breeze in that Pacific Ocean that will drag such a ship as mine from her moorings."

He was now silent a few minutes, and then said that he felt himself going very fast. "Captain Morrell," said he, "my life-lines are carried away; but I have got a Branch Pilot that will carry me safely into port. He has already taken the helm, and in a few moments I shall be over the bar, and safely moored in the sailor's snug harbour. Farewell, captain, and be sure to engage this same Pilot; He is the only one that has a branch; and you must engage him beforehand, for such are His conditions. Farewell, shipmates—remember the Pilot—his name is Jesus."

After saying much more to the same purpose, and thanking God that he retained his senses to the last, he once more gave me his hand, and then said, "Captain, tell me if I lie as I should;" then folding his hands across his breast, closing his eyes, he once more repeated the words "God bless you, captain! Oh, blessed Jesus, how happy I am to be with thee!" In two minutes more he was a corpse. This occurred at one hour after midnight—a gloomy hour for us all.

This incident appeared to strike terror into the hearts of all the rest of the crew; it being the second death in about twenty-six hours, while two others were added to the sick list, with little grounds for hope that any of the sick would recover. The heat of the weather, the mercury being at 93°, rendered it necessary to hasten the funeral obsequies of poor Spinney, which took place, with every customary solemnity, on the following morning, at half-past eleven, A. M., in lat. 22° 30' S., long. 21° 15' W. The scene was rendered more solemn by the stillness of the atmosphere and the smoothness of the ocean, which spread

around us like a polished mirror. The topsail was settled on the cap, the main-peak dropped, and the ensign at half-mast; and each of them seemed to sleep, or rather to droop, in silent sorrow. We had just parted with the south-east trade-winds.

These solemnities were scarce completed, when my brother-in-law came to me with the heart-rending intelligence that his sister was dying! My cup of affliction now seemed to be full—my bosom was more than full—I felt a suffocating sensation in my throat, which precluded the possibility of speech. I turned to follow him aft, when one of the sailors told me that William Baker and George Strong were both dying, and wished to see me. I was now, for a few moments, completely unmanned, and gave free vent to my feelings, throwing my arms around her brother's neck,

“And, like a school-boy, blubbered on his bosom.”

A dying wife on one hand—two dying seamen on the other—both claims imperative—both urged by duty—one by the tenderest affection. For some moments I hesitated, and knew not how to decide. Self had to yield. I motioned the brother to return to the fair sufferer in the cabin, while I descended into the fore-castle, where I found the two men alluded to raving like maniacs, under the influence of delirium, caused by the raging fever, which had again set in with ten-fold violence. Finding, however, on examining their situation, that they were not so low as they had been reported to be, I left them, and hastened aft to my suffering wife, who had just come out of a fit of the fever, and was now falling into a doze.

As I approached her bedside, I heard her say, “Oh, Benjamin is with those poor sick men, or he would not have been absent so long. I fear that something is the matter—they must be getting worse.” I then spoke to her, and asked her if she was sensible of being any worse herself. “I think I am,” was her reply. “But how are the poor sailors? How are Samuel Geery, and Daniel Spinney, and all the rest of the sick?” I answered, evasively, that they were about the same as they were in the morning. “Ah, me!” she replied, “what would poor Geery's mother do, if she knew that her son was so sick on the wide ocean; it would almost make her crazy. I heard her say, only a day or two before we sailed, while she was making some shirts and things for Samuel, that it appeared to her as if she was making a shroud for him.” I told my wife that affection often conjured up such phantoms of the imagination, and begged her not to fatigue herself with talking; but she gave her brother directions, as usual, to carry refreshments to the patients in the fore-castle.

I now found that Mr. Hunt was so low that he was unable to turn himself in bed, except when the fever was on him; at which time he would rave in the most boisterous manner. During those paroxysms of the fever, his flesh, like that of my wife, was so extremely hot that it almost burnt my hand to touch any part of the surface of his body; while the skin was so excessively dry that it seemed on the point of cracking.

Nov. 5th.—On Thursday, the 5th, we were in latitude $26^{\circ} 50'$ south, long. $21^{\circ} 30'$ west, about four hundred leagues east of the Isle of St. Catharine, on the coast of Brazil. The fever still raged with great violence among the unfortunate inmates of the Antarctic. Through the mercy of Providence, my health yet remained unimpaired, notwithstanding my continued watchfulness and anxiety of mind. I acknowledged this favour with gratitude, as I did also that of moderate breezes, fair weather, and a smooth sea, which attended us during this period of affliction.

Nov. 9th.—On Monday, the 9th of November, I was happy to perceive that the fever had left Mr. Scott and two of the seamen, affording reasonable hopes of their ultimate recovery. The rest still remained in a very critical, if not hopeless situation. This day my wife sent for and told me that she would no longer conceal from me the fact that her hours were numbered, as she felt that she could not survive another day. She therefore wished to communicate freely with me on the subject, and charge me with some messages for her mother, father, brothers, sisters, and our dear little boy, who would soon be a motherless orphan. She wished me to cut off some of her hair, and give each of them a lock; with an injunction to preserve it for the sake of one who had loved them, and prayed for their happiness day and night.

“Tell my dear mother not to weep for me,” said she; “for I shall die happy, and expect to meet her in heaven. Tell my brothers and sisters to be kind to their mother, and to seek their Creator in the days of their youth. Tell them to be kind to our dear little boy, and early initiate him in the path of virtue, which alone leads to happiness. I need not ask you, Benjamin, to be kind to your son, the pledge of our mutual loves; but I pray you to be so to my afflicted mother, and to all the family. I know she will grieve on account of my not returning with you, and make herself sick. But you will comfort her, Benjamin, and assure her that I died happy. Do not fail to bring up our dear little boy in the fear of the Lord. Have a locket made of my hair, and tell our little William that he must always wear it about his neck; that when he looks at it, he may be reminded that he once had a fond and doting mother, who blessed him with her dying breath; and teach him to pray that he may meet her in heaven.”

After a little pause, she continued: “There is only one thing, Benjamin, that makes me feel unpleasant; and that is, the idea of my body being thrown overboard, after my departure, and becoming food for sharks.” On saying this, she was extremely affected, and wept aloud. Were I to live till the day of general doom, the pang I felt at that moment would be still fresh in my recollection. It was anguish unutterable—like cutting in twain the life-strings of my heart; knowing, as I did, that nothing but the purest affection for me had induced her to accompany me on this disastrous enterprise. As soon as I could command my voice, I assured her, in the most solemn manner, that if her dear spirit was called hence by her Saviour, the mortal covering which it must first put off should be carefully and sacredly preserved, until it could be decently deposited in consecrated ground; or, if such

was her desire, until my return to New-York. She thanked me sweetly for this assurance, and said if her body could only be kept from the monsters of the deep, she cared not on what distant shore it was buried. I repeated my promise, which acted like a charm on her drooping spirits, and wonderfully revived her languishing frame. At her own earnest request, I now left her, to look to the sick officers and seamen, and administer such medicines and refreshments as their circumstances required.

Nov. 12th.—On Thursday, the 12th, I found, to my unspeakable joy, that the fever had left my wife, and all the seamen, with the exception of George Strong, and the first officer, Mr. Moses Hunt, who were still lying very low, and not expected to live.

Nov. 14th.—On Saturday, the 14th, however, I had the satisfaction of seeing the Antarctic entirely free from the disease, though many of its inmates were much debilitated. If ever an ejaculation of heartfelt thanksgiving ascended from human lips to the throne of Divine Mercy, it was on that day. The convalescent seamen now began to evince the welcome symptoms of returning appetites, which was also the case with my wife, in whose eyes I could perceive a faint dawning of their former brilliancy. We had now been five weeks on the ocean, and the condition of the invalids on board made it very desirable to touch at some port and procure refreshments. The islands of Tristan d'Acunha being near at hand, I resolved to make them as soon as possible. We were now in latitude $36^{\circ} 2'$ south, long. $14^{\circ} 22'$ west, with the wind from south-south-west; atmosphere hazy.

Nov. 15th.—Accordingly, the next day, which was Sunday, the 15th, at 4 P. M., saw the Antarctic close in with the north side of the largest island of the three, about half a mile from the shore, with fine weather, and a moderate breeze from south-west. Here we lay off and on, until we had taken on board a large supply of refreshments, including live-stock, such as sheep, pigs, poultry, &c., with a variety of vegetables, which were of great value to us in our present situation, and assisted much in restoring our invalids to health. We found only seven families on this island, living a retired life, far from the bustle and confusion of the world, and happy within themselves, having at their command all the necessaries and many of the comforts of life.

CHAPTER II.

Island of Tristan d'Acunha—King Lambert—Governor Glass—Gough's Island—Kerguelen's Land—Cape Desolation—Lord Auckland's Group—New-year's Festivities—Learning to walk—Natural Productions of the Island—The Schooner Henry, Captain Johnson, their probable Fate—The Snares—Stewart's Isle, or South Cape of New-Zealand—Molyneux's Harbour—Intercourse with the Natives of New-Zealand.

TRISTAN D'ACUNHA is the largest of three islands in the South Atlantic ocean ; in latitude $37^{\circ} 8'$ south, long. $12^{\circ} 8'$ west ; about fifteen hundred miles eastward from the mouth of Rio de la Plata, in South America, and about the same distance west-by-south from the Cape of Good Hope. It is fifteen miles in circumference, and is so much elevated, that it can be seen, in clear weather, at the distance of twenty-five leagues. The three islands together form a triangle, of which Tristan is the north-east point. The other two islands were named by the French, in 1767 ; the most westerly being called *Inaccessible*, and the other, which is the smallest and most southerly, *Nightingale Island*.

In approaching this group from the north, we make the largest island, Tristan, at a vast distance, varying, of course, according to the state of the atmosphere. A part of the island, towards the north, rises perpendicularly from the sea, to the height of a thousand feet or more. A level then commences, extending towards the centre, forming what seamen term table-land ; above which rises a conical mountain, not unlike in appearance the Peak of Teneriffe, as seen from the bay of Santa Cruz. Trees grow half-way up this sugar-loaf eminence, but above that it consists of bare and rugged rocks, frequently hidden by the clouds ; with a summit which is covered with snow during the greatest part of the year, notwithstanding that no snow falls on the coast. In coming close in with the north side of this island, the Antarctic was completely overshadowed by that perpendicular elevation of a thousand feet, which rises "like a moss-grown wall immediately from the ocean." There are no shoals or other dangers about the island, which is of circular shape, with bold shores and deep water.

On the north-west side of the island is a bay, with a fine beach of black sand, where boats may land with southerly winds ; this bay, however, is open and exposed to winds from the opposite quarter. Here are two cascades of excellent water, in sufficient quantity to supply a large fleet ; and the casks could be filled by means of a long hose, without moving them from the boats. A plenty of fish may be caught with hook and line, among which are an excellent kind of large perch, some weighing six pounds, crawfish, and a fine species of the cod. Good anchorage may be found close in to the land, in eighteen fathoms of water ; also at a quarter of a league from shore, in thirty fathoms, gray sand mixed with small pebbles.

Inaccessible Island, which forms the western point of the triangle, lies in latitude $37^{\circ} 17'$ south, long. $12^{\circ} 24'$ west. It presents a high bluff, of forbidding appearance, which may be seen at the distance of twelve or fourteen leagues. It is about six miles in circumference, with a high flat top, barren, steep, and apparently inaccessible; some scattered shrubs only are to be seen on it. There are no dangers about it, with the exception of a rock, which appears like a boat under sail, at the south-east point. The ship *Blenden Hall*, Captain Greig, from London to Bombay, was totally lost on this island, on the 23d of July, 1821; eight of the crew perished, in attempting to reach Tristan in an open boat, of their own construction.

Nightingale Island, the smallest of the group, forms the southern point of the triangle, and lies in latitude $37^{\circ} 26'$ south, long. $12^{\circ} 12'$ west. It is descried at the distance of seven or eight leagues, appears irregular, with a hollow in the middle, and a small rocky islet at its southern extremity. Captain Patten, of the ship *Industry*, of Philadelphia, mentions "a high reef of rocks, or rocky islets, off the south end of the smallest island;" and M. d'Etchevery, a French navigator, says, "It has on the north-east point two islets, separated from it about fifty paces, and which have the appearance of an old ruined fort."

This group was first discovered by the Portuguese in their earlier navigations in these seas, and was further explored and described by the Dutch in 1643, and by the French in 1767. The islands are all of a circular shape, and consist of very high land, with clear open passages between them. They are about three and five leagues apart. Their shores are frequented by hair and fur-seal, sea-lions, sea-elephants, penguins, and albatross. Whales abound in the offing, and I saw several sword-fish near the coast.

Captain Patten, mentioned above, resided for seven months* on Tristan, the largest of these islands, with a part of his crew, for the purpose of collecting seal-skins; during which time he obtained five thousand six hundred, for the Chinese market; and could, he says, have loaded a large ship with oil in three weeks. September he reckoned to be the best month for making oil at these islands. He says that during his stay here, "the prevailing winds were from the northward and westward; the easterly and southerly winds blowing but seldom, and scarcely ever longer than twenty-four hours at a time. It generally blows fresh, and frequently very hard, from the north-west; and when a gale came on, it was generally preceded by a very heavy sea, rolling in sometimes twelve, and sometimes twenty-four hours, before the wind rose. The weather is very subject to be thick and hazy, attended with much rain. The summer months are warm, and the cold in winter is not severe."

Captain Patten's people pitched their tents near the bay before mentioned and the waterfalls, in the vicinity of which there is a plenty of wood. He tells us "the trees do not grow high, but their branches bend down and spread on the ground. The foliage of the trees that principally abound resembles that of the yew-tree, but the wood is

* From August, 1790, to April, 1791.

like that of the maple, and burns remarkably well; the trunks are full ten feet in height, and about nine inches in diameter. There are no large or tall trees to be met with. A great deal of drift-wood is found on the east side of the island, but none to the westward. Abundance of wild celery, sour dock (sorrel), and wild parsley is met with."

With respect to animals, the number and variety have been considerably augmented since Captain Patten was here in 1791, when there were no quadrupeds to be met with on the island, "except some goats, left there by former navigators, which were very wild." There are now bullocks, sheep, goats, hogs, dogs, and rabbits. "Neither vermin nor venomous creatures of any description," says he, "were observed. Of birds, the principal were a kind of gannets, like wild geese, which the sailors considered as excellent food; penguins, albatross, Cape cocks and hens, and a bird like a partridge, but of a black colour, which cannot fly, is easily run down, and is very well flavoured; and a variety of small birds that frequent the bushes and underwood. Abundance of birds' eggs are to be obtained in the proper season."

The most conspicuous feature of this island is the sugar-loaf or conical mountain, near its centre. Between the foot of this mountain and the shore there is a considerable extent of level land, "the soil of which is a fine rich loam, of a red colour, and considerable depth, apparently adapted to the production of every kind of vegetables; and excepting the danger of devastation from high winds, adequate to any cultivation." The productions of the other islands are nearly the same as those of the large one. Captain Colquhoun, of the American brig *Betsy*, touched at Tristan, and planted potatoes, onions, and a variety of other seeds, which grew and multiplied.

Captain Heywood was at this island in 1811, where he found three Americans, who proposed remaining a few years, in order to prepare seal-skins and oil, and sell the same to vessels that might touch there. One of these enterprising Yankees was named Jonathan Lambert, who by a curious and singular edict declared himself sovereign proprietor of these islands. "In a short time he cleared about fifty acres of land, and planted various kinds of seed, some of which, as well as the coffee-tree and sugar-cane, were furnished by the American minister at Rio Janeiro. The seeds sprang up, appeared very promising, and the general aspect was that of a valuable and important settlement. The whole was, however, abandoned, and final possession afterward taken in the name of the British government, by a detachment from the Cape of Good Hope." This was in the year 1817.

After all this, however, the island was again evacuated, and given up as a British establishment, when several families voluntarily went to it, and took up their abode on it, entirely independent of control from that government. "The island of Tristan d'Acunha," says a London paper of April, 1824, "has now upon it, living in great happiness, twenty-two men and three women. The *Berwick*, Captain Jeffery, from London to Van Dieman's Land, sent her boat ashore on the 25th of March. The sailors were surprised at finding an Englishman of the name of Glass, formerly a corporal in the artillery, and the rest

of the above-named population. Glass gave a very favourable account of the island, and declared that if they had but a few more women, the place would be an earthly paradise. He is a sort of governor at Tristan d'Acunha, by appointment of the rest, on account of his military character ; and he trades in a small schooner to the Cape of Good Hope, with the oil of the sea-elephant and the skins of the seal, which they catch in great abundance."

At the time that we touched at this island, on the 15th of November, 1829, we found seven families, living very comfortably under the administration of Governor Glass, having for sale a plenty of bullocks, cows, sheep, hogs, goats, rabbits, and poultry ; also potatoes, cabbages, beets, parsnips, carrots, onions, and pumpkins ; together with butter, cheese, eggs, and milk : all of which can be had at short notice, on moderate terms, and in any quantities. Some of the invalids of the Antarctic pronounced this island to be "a land flowing with milk and honey." The inhabitants were very friendly, accommodating, and hospitable ; and expressed their sympathy for the situation of my crew, not so much in words as in actions. They pressed upon me many little palatable dainties, with a disinterestedness and delicacy which did them honour. I hope to call and see them again.

November 17th.—On Monday, the 16th, at 7, P. M., we left the island of Tristan d'Acunha, and steered to the south and east, with a moderate breeze from west-south-west, and fair weather ; and on Tuesday, the 17th (nautical time), at 5, A. M., we were close in with Gough's Island, or Diego Alvarez, as it was originally named by the Portuguese who discovered it. In 1713 it was seen by Captain Charles Gough, in the *Richmond*, bound to China ; since which it has been called by his name. In 1811, on the 8th of January, it was visited by Captain Heywood, in the *Nereus*, who situated the centre of the island in latitude $49^{\circ} 19' 30''$ S., and in longitude $9^{\circ} 49'$ W. I agree with him in the latitude ; but we differ in the longitude, as I make the east point of the island in long. $9^{\circ} 41'$ W.

The summit of this island, according to Captain Heywood's calculation, is four thousand three hundred and eighty feet above the level of the sea ; the surface being mostly covered with a light coat of mossy grass. In some places were a few small bushy trees, like those of Tristan d'Acunha. "The cliffs rise precipitously from the sea, and from their fissures issue several beautiful cascades of water." On the north side of the island, a little to the eastward of one of the rocky islets which adjoin that side of the main island, is a small cove, in which boats may land with perfect safety, when the wind blows from any point south of north-west or east. Here water may be obtained with ease, by running the vessel close in to the front of the cove, where she can anchor in twelve or fourteen fathoms, with the huts at the head of the cove bearing south-south-west, and the north and easternmost islet bearing about north-west. There is a safe passage between these islets and the main island, with fifteen fathoms of water, over a rocky bottom.

There is a rock near the north-east point of the island, which exactly resembles a church, having an elevated spire on its western end ;

and it is called Church Rock. "To the southward of this rock, on the east side of the island, near the shore, there is an inlet within which the landing is safe and easy, it being protected from the swell and northerly winds by the north-east point. Here several Americans formerly resided; but they had been unsuccessful during a long stay, most of the seal having deserted the island; but plenty of fish were procured, and birds of good flavour were caught, by lighting a fire upon one of the hills in the night."

This island used to abound with fur-seal and sea-elephants; but they were so much annoyed by their relentless persecutors, that they have sought more safe and distant retreats—perhaps some lonely isles in the southern ocean, as yet unknown to the fell destroyer, MAN! These places might be easily found, however, if merchants were willing to risk the expense of the attempt. But our capitalists, generally, are timid adventurers, and cautious of venturing out of old-beaten tracks.

November 18th.—On Wednesday, the 18th, we continued on our course to the south and east, wafted along by fine western breezes. The sick now began to recover, so as to sit up for a few minutes at a time; but they appeared more like living skeletons than any thing else I can now compare them to. Their countenances were peaked, sunken, hollow, cadaverous, and, in short, horribly frightful—full as much so as those of cholera patients in a state of collapse. But they were evidently improving slowly, as they could take chicken soup quite freely, together with a little custard, made of the milk which I procured at Tristan d'Acunha, and which was boiled and bottled up for the use of the sick.

My wife now began to gain a little strength, so that she could sit up in her bed fifteen or twenty minutes at a time. But the fever had left her a perfect cripple, being quite drawn out of shape; as her limbs could not be straightened, and her ankles were drawn nearly up to her body. But still she suffered no pain. The application of various kinds of liniments produced no good effect, and poultices were equally unsuccessful. I next tried a very strong decoction of tobacco, with which I bathed the affected parts several times a day, concluding the operation by binding on the leaves, and keeping them moist with the liquid in which they had been boiled. A steady perseverance in this course of treatment was crowned with success; her limbs were restored to their natural position, and the symmetry of her person remained unimpaired.

Some of the seamen were now taken down with a violent flux, which I vainly endeavoured to check with all the assistance I could derive from the medicine-chest. They grew worse, and became excessively weak. I then peeled white oak-bark from the firewood which we had on board, and boiled it to a strong tea, which I repeatedly administered to them, in very small doses, for the space of forty-eight hours. This had the desired effect; their bowels became regular, their appetites returned, and they recovered strength very rapidly.

November 21st.—On Saturday, the 21st, being in lat. 44° 30' S.,

long. $5^{\circ} 45'$ E., we took strong gales from the west and west-by-north, accompanied with a heavy sea. Although our little bark was an excellent sea-boat, and made good weather of it, yet it was a very fatiguing time for me, as it was necessary for me to stand the deck nearly all the time, the officers being still confined to the cabin, and too weak to help themselves. The convalescent invalids in the fore-castle, also, claimed much of my attention and assistance.

We continued running before the wind, under the head of the fore-sail and close-reefed fore-topsail, making a direct course for the north cape of Kerguelen's Land, or the island of Desolation,* going a great part of the time at the rate of thirteen miles an hour, in snow and hail-squalls, for about a fortnight.

December 5th.—On Saturday, the 5th day of December, at four, A. M., we made the north cape of Desolation, bearing south-east, distant three leagues; and at six, A. M., we were close in with the entrance of Christmas Harbour. But finding the wind coming out of the bay in such violent gusts as took the water up in sheets, we were obliged to relinquish the idea of working into the anchorage. We therefore stood alongshore, on the east side of the island, towards the south, under easy sail, examining the islets and coast as we went along for fur-seal, but found none. On the different beaches, however, we saw about a thousand sea-elephants.

December 6th.—As I had not averaged more than one hour and a half of sleep in each twenty-four hours since we crossed the equator, and being nearly overcome with fatigue and anxiety of mind, I was desirous to bring the Antarctic to a safe anchorage for a few hours, in order that I might enjoy sufficient repose to restore my exhausted energies. But this desirable object could not be conveniently effected; for on the night of the 6th the wind increased to a perfect gale from west-north-west, attended with a thick snow-storm. Being satisfied, from the range of coast which we had already examined, and from the thorough survey that I had given this island on a former voyage, that there were no fur-seal to be procured here, we bore up at four, A. M., and steered east-south-east, before the wind, under a three-reefed fore-sail, the two bonnets off the jib, and a close-reefed fore-topsail. Under this little canvass we made three hundred and twenty-seven miles' distance in twenty-four hours; averaging more than thirteen and a half miles an hour for the whole distance. We continued running at this rate for three days, when we found that we had made nine hundred and fifty-seven miles' distance by log, and nine hundred and eighty-two by astronomical observations.

December 18th.—The wind now moderated, and hauled to the south-south-east, with light breezes and fair weather; but on Friday, the 18th, being in lat. $50^{\circ} 30'$ S., long. $127^{\circ} 15'$ E., we again took a strong breeze from west-by-south, attended with squalls of hail and snow. We continued our course, steering for Lord Auckland's Group, without seeing any indications of land, or any ice; but great numbers of oceanic

* See the First Voyage, Chapter IV., p. 62.

birds of different kinds. The sick were now recovering very fast, but as yet neither of the officers was able to stand the deck.

December 28th.—We had variable winds and occasional thick weather from the 18th until Monday, the 28th, when we arrived at Lord Auckland's Group, and at eleven, A. M., anchored in Carnley's Harbour, in four fathoms of water, clay bottom, sheltered from all winds.

After giving the Antarctic the whole length of her two bower cables, I had our invalids all brought upon deck, to enjoy the salubrity of the air, the beauty of the scene, and the delicious fragrance wafted to us from the neighbouring groves, which abound with flowers of the most beautiful tints and the sweetest odours. Nature reigns here in all her virgin charms, unrifled, unpolluted—for man, the self-styled lord of her treasures, has not yet intruded on this Eden of the south, to mar the beauty of her works.

December 29th.—On the morning of Tuesday, the 29th, I arose from my couch refreshed and invigorated by the first night's rest I had enjoyed for a long time. The weather was delightful; and the singing of thousands of birds, of various species, was very exhilarating to our spirits. We again brought the sick upon deck, to inhale the healthful air, and enjoy the surrounding prospect. We then proceeded to the task of cleansing, purifying, and disinfecting every part of the Antarctic which was capable of containing the least impure air. Every article of bedding, clothing, &c., from the largest size down to that of a pocket-handkerchief, was washed, fumigated, and suspended separately on the rigging. The hold and cabin were smoked with sulphur, and washed with vinegar in every part that could be got at.

December 30th.—On the following day, which was Wednesday, the 30th, the convalescent officers and seamen were so much recruited in health and spirits that they were able to take a short walk on shore, which much accelerated the progress of their recovery. On their return they gave the most animating descriptions of the fertility and beauty of the little range of country they had walked over.

December 31st.—We now began to make preparations for examining the island for fur-seal; and on Thursday, the 31st, Messrs. Hunt and Johnson started on a cruise with the two boats, in search of the animals whose garments we coveted. Those who were still on the sick-list made themselves useful in repairing the sails and getting the vessel in order, after her thorough purification.

January 1st, 1830.—On the following morning, it being New-year's day, the compliments of the season were most cordially given, and as heartily reciprocated by every soul on board. The day was celebrated by shooting a number of fine wild-ducks, on which the invalids made a hearty dinner. In the afternoon we hauled the seine, but with no great success. Before we returned on board, however, we collected a large quantity of purslain and celery, together with a great number of beautiful wild-flowers, which filled the cabin and forecastle with such a grateful perfume, that it was like sleeping among roses. We also found some beautiful berries, of which I brought a small quantity on board to my wife, who appeared much enlivened by the sight of the

flowers and the fruit, and especially by a little bird, of exquisite plumage, which we caught in the forest.

For the first time since the 26th of October, my wife now attempted to walk alone, by the assistance of her brother and myself, who stationed ourselves at a short distance apart in the cabin, with our arms extended, while she would totter from one to the other, in the same manner as an infant is first taught to venture itself alone on its tiny feet. The success of this experiment filled her with such joy that it quite overcame her; and while resting her head on my shoulder, she poured out from the fulness of her heart a prayer of gratitude and praise to Heaven, for this and other blessings she had experienced. On becoming a little more composed, she exclaimed, "Oh, if my dear mother could but just see me beginning to learn to walk, after being deprived so long of the use of my limbs, how thankful to Heaven she would be, for this act of mercy to her daughter."

In the course of a subsequent conversation, of a very affecting and interesting character, respecting the afflictions which had attended our voyage since we left New-York, she evinced so much philosophical calmness, pious resignation, and humble reliance on the wisdom and mercy of her Creator, that I ventured to communicate to her, for the first time, the fact of Geery and Spinney's having been removed to another state of existence.

The shock of this disastrous intelligence overcame her assumed fortitude at once; she burst into tears, and for some time refused to be consoled. Young Geery had been the favoured and accepted suitor of her sister, to whom he was solemnly betrothed when we sailed on this ill-omened voyage. "Do let me weep, Benjamin," said my wife, "for I cannot help it—these tears will relieve my almost bursting heart. He was the lover of my sister; and a more noble or more manly soul never animated the human frame. He was worthy of her affections, and he possessed them. I weep for her, and his poor mother, whose heart will break when she hears the dreadful news. You know, Benjamin, that she doted on Samuel; and his filial affection was most exemplary. Poor disconsolate mother! you was indeed making the shroud of your son!"

Why should I prolong or extend this scene any farther? I can portray but a very faint and imperfect picture of the reality; and though of the most thrilling interest to the parties concerned, the reader may think it a dull, heavy impediment to the progress of the voyage. I will therefore return to our nautical duties.

Our long, affecting, and, I trust, not unprofitable conversation was at length interrupted by the arrival on board of some of our invalid seamen, who had been recreating themselves in the majestic groves and delightful valleys of this charming island. On meeting them at the gangway, I found that they had brought a few berries, and a splendid collection of the most beautiful flowers, intended, they said, expressly for Mrs. Morrell. They felt their health and strength improving very fast, they said, and hoped, by the blessing of God, to be able to go to their duty on the following day. This was agreeable in-

telligence to me, as we had considerable work to do, our sails and rigging being very much out of repair.

January 2d.—On the following morning, which was Saturday, the 2d of January, after committing my wife to the care of her brother, and setting all hands at work that were on board, I took the small boat and went on shore, with the intention of taking a stroll about the island. I travelled about five miles, over wood-crowned hills, fertile plains, and luxuriant valleys; and on my return to the vessel, at 7, P. M., I carried with me, as trophies and specimens, several beautiful birds which I had shot, and a large collection of flowers.

January 4th.—On Monday, the 4th, at 8, P. M., the boats returned, after pulling round the island, without seeing a single fur-seal, and not more than twenty of the hair kind. The boats were immediately taken up, and preparations made for leaving this group of islands on the following morning. In the mean time, I presume that a brief description of the principal one, in a harbour of which we now lay at anchor, will not be uninteresting to the reader.

Auckland's Group,* as it is called on the charts, is a cluster of islands, only one of which is large enough to deserve the name, and that is twenty-five miles in length, from north to south, and fifteen in width, from east to west. It is situated about two hundred and fifty miles south of New-Zealand, and as many leagues south-east of Van Dieman's Land, being in the South Pacific Ocean, in lat. $51^{\circ} 0'$ south, long. $166^{\circ} 20'$ east. It was discovered, with its surrounding islets, by Captain A. Bristow, in 1806. It is moderately elevated, the highest points being about fifteen hundred feet above the level of the sea. It is indented with a number of fine harbours, where ships can lie in safety, sheltered from all winds. A few islets lie on its eastern side; two or three others are on its western side, one of which is called Disappointment Island; Adams's Island lies off its south end, sheltering the fine harbour in which we lay at anchor, the eastern point of which is called Cape Bennett. On the north-east is Enderby's Island, and on the north Bristow's Rock.

Carnley's Harbour makes in about four miles to the eastward of the south cape; and the entrance is formed by two bluff points, from which, to the head of the lagoon, the distance is fifteen miles. The passage is about two miles wide, and entirely clear of dangers, within twenty-five fathoms of each shore. It runs in first north-north-west, then north and north-north-east; forming, at the head of the lagoon, a beautiful basin, with sufficient room for half a dozen ships to moor. The least water from the entrance until we came near the anchorage was twenty fathoms, mid-channel. We anchored in four fathoms, clay ground.

The western side of this island is a perpendicular, bluff, iron-bound coast, with deep water within a hundred fathoms of the shore; while the eastern coast is principally lined with a pebbly or sandy beach, behind which are extensive level plains, covered with beautiful groves,

* This group was so named in honour of Lord Auckland, who died eight years afterward. This nobleman began his career in 1776, being one of the commissioners appointed to propose terms of peace to the American congress. His colleagues were Lord Howe, Sir Henry Clinton, &c. The result is well known.

and refreshing verdure, extending back about five miles, and then rising into elevated hills. The view from the vessel, in approaching this side of the island, is therefore very pleasing and picturesque.

All the hills, excepting a few of the highest, are thickly covered with forests of lofty trees, flourishing with such extraordinary vigour as to afford a magnificent prospect to the spectator. The large trees are principally of two sorts: one of them is of the size of our large firs, and grows nearly in the same manner; its foliage is an excellent substitute for spruce in making that pleasant and wholesome beverage, spruce-beer. The other resembles our maple, and often grows to a great size; but is only fit for ship-building or fuel, being too heavy for masts or spars of any dimensions. A great variety of trees grow in the valleys and on the plains, one of which bears a kind of plum, about the size of a prune; it ripens yellow, but has an unpleasant taste, though eaten by most of the crew. Another tree bears flowers very much like the myrtle. There also grows here a species of polyadelphus, the leaves of which we used for tea, and found them to be an excellent substitute.

The quality of the soil on this island is sufficiently indicated by the uniform luxuriant growth of all its productions. Were the forests cleared away, very few spots would be found that could not be converted to excellent pasturage, or tillage land. The valleys and plains, and hill-sides, and every spot where the rays of the sun can penetrate, are now clothed with a strong, heavy, luxuriant grass, interspersed with many natural specimens of the boundless treasures of nature's vegetable kingdom. This extraordinary strength of vegetation is no doubt greatly assisted by the agreeable temperature of the climate, which is very fine.

Antiscorbutical plants may be procured here in great abundance. Along the margins of the coves, and by the sides of all the fresh water streams, the wild celery flourishes in great profusion. Scurvy-grass is also seen in almost every direction. All ship-masters on long voyages know the worth of these plants in cases of the scurvy. They are very palatable and refreshing, whether prepared as salads or boiled as greens. Besides the vegetables already mentioned, there are euphorbia, crane's-bill, cud-weed, rushes, bind-weed, nightshade, nettles, thistles, virgin's-bower, vanelloe, French willow, flax, all-heal, knot-grass, brambles, eye-bright, groundsel, and a variety of others, for which I know no appellation; and many of those already mentioned differ in many respects from plants of the same family in the United States.

From my own observations, combined with the reports of others, I must infer that this section of the animal kingdom is rather indifferently stocked, with the single exception of its ornithological department. No quadruped has ever been seen on this island, nor even a trace of any, larger than the rat. Of reptiles there are only three sorts of harmless, inoffensive lizards; and insects are quite limited in number and variety. The principal sorts are butterflies, dragon-flies, sand-flies, grasshoppers, and scorpion-flies, which make the woods echo with their chirping. There are also several sorts of spiders, and a few black ants.

The birds are numerous, and beautiful beyond description; and I was at a loss which most to admire, the lovely tints of their plumage or the sweetness of their liquid melody, with which the forests were rendered vocal. Two, in particular, attracted the most of my attention; one of them a small green bird, and the other a bird about the size of a quail, with a crest very much like that of the maccaroni-penguin, only much richer, and the back of a changeable blue. These two birds are the most delightful singers that I ever heard. They may both very justly be called mocking-birds, for their melody is so sweet, and their notes so varied, that one would imagine himself surrounded by a hundred different kinds of birds, all singing at once. There are three or four other kinds of birds that sing very sweetly, and several kinds that I never heard sing. I also saw a species of the cuckoo; and the gross-beak, about the size of a thrush, is common. Parrots and paroquets are very numerous, and generally of the most beautiful plumage. There are likewise a variety of large wood-pigeons.

But the most curious bird which I saw on this island is called by some the golden-winged pigeon. It is remarkable for having most of the wing-feathers marked with golden yellow, changing its colours, according to the different lights in which it is viewed, to green and bronze; forming, when the wings are closed, two bars across the back. The bill and legs are red; the lower part of the neck and the forepart of the head are of a dove-colour, and a dark-brownish red passes each eye. The two middle feathers of the tail are lighter than the other parts of the plumage, which inclines to a bright lead-colour, with a bar of black near the ends.

I also saw two kinds of falcons, and three or four species of owls. Among the rocks we found black sea-pies, with red bills, and crested shags of a leaden colour. About the shores are a few sea-gulls, black herons, wild ducks, plovers, sand-larks, snipes, rooks, nellies, and several kinds of penguins.

Fish are plenty, and of many varieties. The principal kinds which fell under our observation while we lay at this island were, rock-cod, mackerel, black-fish, skate, blue dolphins, conger-eels, elephant-fish, mullets, soles, flounders, blue porgies, gurnards, nurses, hake, paracutias, parrot-fish, leather-jackets, and a kind of small salmon. Of all these, the salmon, rock-cod, and black-fish are the best, being of superior quality. These are the only scale-fish that came under my notice; though I have no doubt but there are many more species of which we know nothing.

Of the different kinds of shellfish the most abundant and most delicious are muscles, some of which are from twelve to fifteen inches in length, and equal, in every respect, to a Blue Point oyster. There are many others of a smaller size, which are equally fat and palatable. Clams are plenty on the beaches at low tide, and excellent-flavoured oysters are found in many places, but their size is very diminutive. Besides these there are periwinkles, limpets, wilks, sea-eggs, star-fish, sea-ears, crabs, crawfish, and many other kinds unknown in this country.

On the whole, I think that Auckland's Island is one of the finest places for a small settlement that can be found on any island in the southern hemisphere above the latitude of thirty-five. Every valuable animal would thrive here, such as bullocks, horses, sheep, goats, hogs, foxes, rabbits, geese, ducks, and poultry of all kinds ; all of which would increase and multiply as fast as in any other part of the world. Grain, fruits, and vegetables of all kinds (excepting the tropical fruits) could be made to flourish here with very little labour. No island on the globe, of equal dimensions, can boast so many excellent harbours, safe, and easy of access ; and at the head of each is a beautiful valley, extending inland, admirably calculated for the site of a village. The whole island is well watered, and would form a delightful retreat to a few amiable families, who wish for "a dear little isle of their own."

The climate is mild, temperate, and salubrious. I have been told by men of the first respectability and talents, who had visited this island in the month of July, the dead of winter in this latitude, corresponding to our January, that the weather was mild as respects cold, as the mercury was never lower than 38° in the valleys, and the trees at the same time retained their verdure as if it was midsummer. I have no doubt but the foliage of many of the trees remains until they are pushed off in the following spring by a new crop of buds and leaves. At the time we were here the mercury in the thermometer seldom rose higher than 78° , although it answered to our July. The weather is generally good at all seasons of the year ; although there are occasional high winds, attended with heavy rains. These storms, however, seldom last more than twenty-four hours.

In the year 1823, Captain Robert Johnson, in the schooner *Henry*, of New-York, took from this island, and the surrounding islets, about thirteen thousand of as good fur-seal skins as ever were brought to the New-York market. He was then in the employment of Messrs. Byers, Rogers, M^cIntyre, and Nixon ; who fitted him out on his second voyage, in the *Henry*, in the most complete and liberal manner, in the year 1824. From this voyage he never returned. He was last seen at the south cape of New-Zealand, in the following year, having lost three men, who were drowned at Chatham Islands. Captain Johnson and the remainder of his crew were then all in good health, and had seventeen hundred prime fur-seal skins on board the *Henry*. My informants further stated, that the *Henry* left New-Zealand on a cruise to the south and east, in search of new lands, between the sixtieth and sixty-fifth degrees of south latitude ; and as he has never been heard of since leaving New-Zealand, it is very probable that he made discovery of some new island near the parallel of 60, on which the *Henry* was shipwrecked. I have no doubt, that if a vessel should cruise in that direction, she would fall in with islands abounding with fur-seal ; and possibly find Captain Johnson, or part of his crew, yet alive. For the sake of humanity, I hope that the experiment will yet be tried.

Although the Auckland Isles once abounded with numerous herds of fur and hair-seal, the American and English seamen engaged in this business have made such clean work of it as scarcely to leave a breed ; at all events, there was not one fur-seal to be found on the 4th of Jan-

uary, 1830. We therefore got under way on the morning of Tuesday, the 5th, at 6 o'clock, and steered for another cluster of islands, or rather rocks, called "*The Snares*," one hundred and eighty miles north of Auckland's group, and about sixty south of New-Zealand.

This cluster of craggy rocks is in lat. $48^{\circ} 4'$ south, long. $166^{\circ} 18'$ east; extending five miles in the direction of east-north-east and west-south-west. They were first discovered by Vancouver, who gave them a name expressive of their character, as being very likely to draw the unwary mariner into alarming difficulties. We searched them in vain for fur-seal, with which they formerly abounded. The population was extinct, cut off, root and branch, by the sealers of Van Dieman's Land, Sidney, &c. We therefore squared away for the south cape of New-Zealand, with a fine breeze from south-west, and fair weather.

Jan. 7th.—On the morning of Thursday, the 7th, at 5 A. M., we were close in with the south cape of New-Zealand; or, more properly, Stewart's Island, which is separated from the main island by a passage about twenty miles wide, called Foyeaux's Strait. This passage is clear of dangers on the south shore, but the north shore presents numerous islands and reefs, with deep and spacious harbours within them, running some distance into the mainland.

Stewart's Island, which forms the southern extremity of New-Zealand, is of considerable magnitude, and its most southerly point, called Cape South, is in latitude $47^{\circ} 18'$ south, long. $167^{\circ} 14'$ east. Its southern and western parts have an elevation of more than two thousand feet above the level of the sea; but on its northern and eastern sides, the land descends into deep valleys and fertile plains. The whole surface of the island, except the summits of the most lofty hills, is covered with a rich mellow soil, clothed with heavy forests of excellent ship-timber.

On the south-east side of the island is a beautiful and spacious harbour, the entrance to which is narrow, and easy of access. After passing within this entrance, it branches off, north and south, in two arms, in each of which is safe anchorage. This is called South Port; and at the time of our visit, a gang of men from Sidney were here, employed in building a vessel.

The west part of this island is dangerous for a ship to approach in the night, as there are many reefs running out to the westward, from three to four miles, on which the sea breaks with great violence. The coast to the south and east is bold close to the shore, and entirely free from hidden dangers, half a mile from the land; but on the north-east point of this island there is a reef running off to the eastward about three miles, upon which the sea seldom breaks with a westerly wind, although there is not more than ten feet of water on its extreme point. From Cape South "*The Snares*" bear about south 38° west, distant nineteen leagues.

Jan. 8th.—On Friday, the 8th of January, we left Stewart's Isle, with a fine breeze from south-south-west, and fair weather, and at 10, A. M., were close in with what is called Molyneux's Harbour, on the south-east side of New-Zealand proper; but instead of a "deep and spacious harbour," as reported by its discoverer, we found nothing but

a small bend in the land, between two low points about three miles across, and one mile deep.

We soon had a friendly visit from about fifty natives, who came on board without the least hesitation, and opened an intercourse with us without reserve. We made them some trifling presents, which appeared to give them much pleasure. In return, they gave me a pressing invitation to visit their little village, at the foot of a valley near the head of the bay. But before I invite the reader to accompany me on shore, it will be proper to say something about this interesting country of New-Zealand: the next chapter will therefore commence with a few facts collected from the most authentic sources, and confirmed by my own personal observation.

CHAPTER III.

New-Zealand—Intercourse with the Natives—Their Habitations, Apparel, Working tools, and Weapons—Eating Human Flesh—Face of the Country—Banks's Peninsula—Cook's Cape, Harbour, and Strait—Visit from the Natives—Women an Article of Traffic—East Cape—Mercury Bay—Great Utility of Missionaries—Bay of Islands—Royal Visitors—Visit to the Mission—Orderly Arrangement—Sail to the North—The New-Hebrides—Hope Island—Steer to the West—New Discoveries anticipated.

NEW-ZEALAND consists of two large islands, lying north-east and south-west of each other, in the South Pacific Ocean, separated by a passage called Cook's Strait. The northernmost of these islands is called by the natives *Eahéino-mawe*, and the southernmost *Tavi Poënammoo*. The northern island is four hundred and thirty-six miles in length, and its medium breadth is probably about sixty miles; it comprises, therefore, more than twenty-six thousand square miles. The southern island is three hundred and sixty miles in length, and averages about one hundred in breadth; comprising thirty-six thousand square miles.

The whole country of New-Zealand lies between the thirty-fourth and forty-eighth degrees of south latitude; and between the longitudinal degrees of one hundred and sixty-six and one hundred and seventy-nine, east from Greenwich. Its mean location, therefore, is latitude $41^{\circ} 0'$, long. $173^{\circ} 0'$ east. This country, or rather its western coast, was first discovered in 1642 by Tasman. The discovery was afterward pursued by M. de Surville, a French navigator; continued by the celebrated Cook, and completed by the enterprising Vancouver, who was the pupil of that great navigator. Not being able to reach one of the arms of Dusky Bay, near the western point of the northern island, Cook gave it the name of "*Nobody-knows-what*." His pupil succeeded, and changed the name to "*Somebody-knows-what*." This point, which is called Cape West, is about three hundred and fifty leagues south-east of Port Jackson, Botany Bay.

This country is rapidly rising into importance in proportion as it

becomes more known. It is well watered, fertile, and highly productive of every species of vegetation congenial to its variety of climate, in an extent of fourteen degrees of latitude. But it is mostly interesting on account of its extensive population of aborigines; a peculiar people, who are separated into tribes or nations, each of which is governed by its own chief or king. The northern island is divided into eight principal districts, which are again subdivided into smaller sections, over which inferior chiefs hold dominion. It appears, however, that the *areekee*, or king of a district, is not absolute in power, as the inferior chiefs make frequent wars on each other, without consulting him.

The native inhabitants of New-Zealand are evidently of the same original stock with the Otaheitans, the people of the Friendly Islands, and the other Polynesians. Their language is radically the same as that of the Otaheitans. They have generally dark tawny complexions, though I have seen a few of them comparatively fair, and others again quite black. Their countenances are, with few exceptions, pleasing and intelligent, without those indications of ferocity which some of their actions would lead us to anticipate. The men are tall, muscular, and well made.

The village at the head of Molyneux's Harbour, which is called by the natives Tavaimoo, contains twenty-eight huts, of miserable accommodations. The best among them are shaped like our barns, being about ten feet high, thirty feet in length, and twelve or fifteen in breadth. The inside is strongly constructed, and well fastened together by osiers or supple vines. They are painted, generally, with red sides and black roofs, using the same kind of material as that with which they daub their faces. At one end is a small hole, just large enough to admit one person, stooping low; this serves as a door; while another hole considerably smaller, answers the double purpose of chimney and window.

Few of their habitations, however, are constructed in this luxurious manner. The most of them are less than half this size, and are seldom more than four or five feet in height. They are framed of young trees, and thatched with long coarse grass. Their household furniture consists of a few small baskets or bags, in which they deposite their fishing-gear, and other trifles. They squat down in the middle of these huts, around the fire, and often sleep all night in this manner, without any other covering than what they have worn during the day.

Both sexes are clothed alike, having a garment made of the silky hemp, which is a natural production of the country. These robes are five feet long, and four broad, and this is their principal manufacture, which is performed by knotting and running the warp on the ground, and working in the filling by hand. Their war mats are made in the same manner, and are sometimes highly ornamented. I brought home a number of them, two of which I presented to the proprietor of Peale's Museum, in Broadway, New-York, together with a New-Zealand axe made of jasper, and a number of their bows, arrows, spears, war-clubs, paddles, &c. &c. I made a similar donation to Scudder's American Museum, where they have been much admired; and also to the Museum in the city of Albany.

As it is in all villages as well as cities, society is here divided into two distinct classes, corresponding to patricians and plebeians; the New-Zealanders call the former class *rungateedas*, and the latter they call *kookies*. Besides these mats or robes, which are fastened round the body with a highly ornamented girdle, the *rungateedas* wear ornaments of shells, feathers, beads, &c. But the humble *kookies* generally wear nothing more than a quantity of the sedge-plant, badly manufactured, thrown over the shoulders, and fastened with a string, falling down on all sides to the knees. When sitting down in this dress, they could hardly be distinguished from the gray rocks or stones, if their black heads did not project above the garment which covers the body.

The New-Zealanders have some excellent domestic habits, and evince extraordinary ingenuity in a few arts. Having no metallic vessels for boiling their food, they contrive to cook their fern-root, and their potatoes, by means of two hollow stones, in which they first put the roots, surrounded by a few moist leaves of some well-flavoured plant, and then applying the hollow sides of the stones to one another, heat them thoroughly for a due length of time; at the end of which the contents are well stewed and palatable food. They make wooden vessels, and carve them with much taste; cultivate their fields with great neatness, with nothing but a wooden spade; construct large and well-finished canoes; and prepare fishing tackle and other implements in a wonderful manner, considering their limited means and want of tools. Their principal mechanical tool is formed in the shape of an adze, and is made of the serpent-stone, or jasper. Their chisels and gouges are generally made of the same material, but sometimes of a black solid stone similar to the jasper. Their masterpiece of ingenuity is carving, which they display on the most trivial objects, as well as in the elegant figure-heads of their canoes, &c. Their cordage for fishing-lines, nets, &c., is not inferior to the finest we have in this country, and their nets are admirably made. A bit of flint, or a shell, is their only substitute for a knife, and a shark's tooth, fixed in a piece of wood, serves for an auger or gimlet. They also fix on a piece of wood, nicely carved, a row of large shark's teeth, setting them in a line, and their sharp edges all one way. This answers for a saw, which they use in their carpenter-work, and also for the purpose of cutting up the bodies of their enemies who are slain in battle.

Their wars are conducted with the utmost ferocity. They have short spears, which they throw like javelins, from a distance; long ones, which they use as lances; and a broad, thick, sharp-edged weapon of stone, called *patoo-patoo*, with which they strike each other in close combat, and which sometimes cleaves the skull at a single blow. I brought home specimens of each of these weapons, which are now in the museums before mentioned. They devour the bodies of their enemies; but not from a physical appetite or relish for human flesh, as many suppose. Such an appetite or relish was never yet experienced by any cannibal that ever existed. The horrid rite is performed merely to appease a moral appetite, far more voracious than that of hunger. It is done to express the extent of their hate, their vengeance, or rather an insatiable malice that would pursue its victim

beyond the confines of the grave ; for it is an article of their religious creed that the soul of a man thus devoured is doomed to eternal fire.

On this subject, I speak from personal observation and experience ; for I have had much to do with cannibals, as will appear in the sequel. I have been present when the New-Zealanders have celebrated their victories on the field of battle, and witnessed their disgusting banquet, at which their own stomachs revolted with every symptom of loathing, often attended with reaching, and sometimes vomiting. I have witnessed this horrible scene several times, with the same irresistible inference ; otherwise I should not thus hazard so bold a contradiction of popular opinion.

But the prescribed limits of this volume will not permit me to extend these remarks farther ; I must therefore refer the reader to the narratives of other voyages for farther particulars respecting this curious and interesting people. See Cook's Voyages, Dalrymple's Historical Collection, the Narrative of Nicholas, Dr. Forster, Marion, Porkinas, Collins, Savage, and others.

The general face of the country, says Malte Brun, so far as it has hitherto been explored, is undulating ; the hills rising with a varied ascent from inconsiderable eminences to lofty mountains. A continued chain of hills runs from the north cape, southward, through the whole country, gradually swelling into mountains, the highest of which, according to Dr. Forster, is Mount Egmont, lying in latitude $39^{\circ} 16' S.$, and is said to be the same in elevation as well as in general appearance as the Peak of Teneriffe. It is covered with perpetual snow a great way down, and from calculations and comparisons respecting the snow-line, he concluded its height to be fourteen thousand seven hundred and sixty feet. Others are led by various considerations to assign to it an elevation of ten thousand feet. Snares Islands, Lord Auckland's Group, and Macquarrie Island, to the south of New-Zealand, show the continuation of the same chain of mountains, under water, by which this country is pervaded.

January 10th.—On leaving Molyneux's Harbour, we steered to the north, with a fine breeze from the west, fair weather, and very smooth water. At 4, P. M., on Sunday, the 10th of January, we were close in with Banks's Peninsula, where we found a tolerable shelter on the north side, in the south-west part of Gore's Bay. The eastern extremity of Banks's Peninsula is in lat. $43^{\circ} 52'$ south, long. $173^{\circ} 14'$ east.

Vessels bound to the north, along this coast, after doubling the peninsula, wishing to have communication with the natives, will find good anchorage by steering to the north-westward, on the north side of the peninsula, until they come up with Cook's Cape, in lat. $43^{\circ} 41'$ south, long. $172^{\circ} 51'$ east. They may then steer a little southerly, about eighteen miles, to Cook's Harbour, where they will be sheltered from all winds, excepting from east-north-east to east-south-east, from which quarter the winds seldom blow home to the bottom of the bay with any violence. If bound into this harbour, they may keep the north shore of the peninsula close on board, until they reach the anchorage ; excepting in passing Cook's Cape, off which there is a

small reef, about two miles and a half from the main shore. When at the head of the bay, the best anchorage will be found on the north side, between a small island and the mainland, in fifteen fathoms of water, muddy bottom.

There are but few natives residing at this bay, and these few live in a very miserable manner, subsisting almost entirely on shellfish, as the fern-root is here very scarce, owing probably to the mountains of rock which line the coast near the peninsula.

January 13th.—We continued examining the coast to the north and eastward, frequently seeing natives on shore, making signals for us to land. On Wednesday, the 13th, we were close in with the southern point of Cook's Strait, at the eastern entrance, called Cape Campbell. It was in a harbour within this strait that Vancouver lost a boat's crew, upon whose bodies, it is generally supposed, that the natives feasted; but from the account I received from one of the chiefs on the north side of the strait, I am led to believe that the flesh was thrown away, and the bones worn as ornaments by the principal chiefs. Some of these bones converted to this use were still to be found among the tribes in this vicinity. There are many fine harbours on the south side of the strait, with sufficient water to admit ships of any size.

At 4, P. M., we were close in with Cape Palliser, which is the north-east point of Cook's Strait, and is in lat. $41^{\circ} 38'$ south, long. $175^{\circ} 29'$ east. Off Flat Point, we received a visit from about fifty natives, who insisted upon some of us going on shore. Their articles of traffic were fish and fishing gear, curiosities, and women. The two first were immediately purchased, but the latter did not come to a good market.

January 15th.—We continued on our passage to the north-east, carefully examining the south-eastern shores of this island, until Friday, the 15th, when, at 2, P. M., we were in the entrance of Hawk's Bay, but did not examine the head of it, which is deep, and from appearance contains many fine harbours. In the south-west arm of this bay are a few small islands, about one mile off-shore from Cape Kidnapper, or the south point of the bay, with some sunken rocks around them. Off the north point of the bay, or Cape Toahowray, there are many islets and reefs, running along shore to Table Cape; eight leagues to the north of which is Taoneroa Bay or Harbour, sheltered from all winds, excepting from east to east-south-east. At this place there appeared a number of natives on the beach, making signals for us to land; but knowing that they had no articles of trade of any value, and finding no seals on this part of the coast, we kept on our course to the north and east, improving a fine breeze from the west, and fair weather.

January 17th.—After passing many small islets that lie close to the shore, several of which harboured a few fur-seal, but very wild, from being continually harassed by the natives, we arrived at East Cape, on Sunday, the 17th. This is the most eastern point of New-Zealand, being in lat. $37^{\circ} 47'$ south, long. $178^{\circ} 43'$ east. There are a few sunken rocks lying about one mile off-shore from the extremity of the cape. After doubling this cape, bound to the north, the coast suddenly

tends round to the west and south-west, forming what is called the Bay of Plenty, at the head of which there are several small islands, with good anchorage within them, where many natives may be found, and refreshments procured, such as hogs and potatoes, at a very low rate, by paying in barter.

To the north of this bay is Mercury Bay, fronted by numerous small islets, behind which there are many spacious harbours, and an abundance of natives. But it is necessary to be careful at this bay, as well as at the Bay of Plenty, that many of them do not come on board, as they often prove treacherous to strangers; and if they do not attempt to take your vessel, they will steal every thing which they can lay their hands on. To the north of this is the river Thames, having many fine harbours near its head, where the natives are quite numerous, and often hostile. This is a fine place, however, for ships to obtain refreshments, such as hogs, goats, and vegetables, in abundance. The island here is quite narrow, and no part of it north of this is more than thirty miles in breadth.

Not long previous to our arrival, the natives had risen on the mission, which had been established here but a short time, and it was with great difficulty that these disinterested labourers in the cause of humanity escaped with their lives. They succeeded, however, in reaching the Bay of Islands, where they found protection. Such are the perils and hardships which these good people voluntarily encounter and endure, in their godlike attempts to civilize and humanize the savage islanders of the Pacific Ocean; and yet their services have been decried, and even their motives questioned, by those who cannot conceive of such a thing as disinterested benevolence. But New-Zealand itself is a splendid proof of the utility of missionary labours. There are many parts of this island which it was once dangerous for a ship to approach, unless she was well armed, with officers and crew continually on their guard. But, thanks to the missionaries, and the blessing of Heaven which has attended their pious and humane exertions, ships may now anchor in safety in many of those very harbours where the greatest danger was once to be apprehended, and obtain supplies at the most reasonable rate, with many testimonies of kindness and hospitality.

January 20th.—From this place we steered for the Bay of Islands, where the English settlement is fixed, with a south-east wind; and on Wednesday, the 20th, at 6, P. M., we passed Cape Brett, the eastern point of the bay, which lies in lat. $35^{\circ} 8'$, south long. $174^{\circ} 17'$ east. In going into this bay with a southerly wind, the north shore should be kept best on board, until you come up with Point Kippy-kippy. You will then haul close round this point, and steer into the south-east for a short distance; when you may anchor abreast of the village, in from six to four fathoms of water, muddy bottom, about one-third of a mile from the shore that fronts the town. This bay opens to the north-east, and, as its name imports, has several islands near it. We came to anchor at this place at 1, A. M., in four fathoms of water, mud and clay bottom.

January 21st.—On the opening of the morning, Thursday, the

21st, we found four British whaling-ships, which had touched here for refreshments; viz. the *George*, Captain M'Auly; the *Royal Sovereign*, Capt. King; the *Thetis*, Capt. Gray; and the *Eagle*, Capt. Powell. Refreshments may be obtained here in any quantities, on very moderate terms. Hogs are sold at the rate of half a dollar a hundred weight, and potatoes at six cents a bushel; and they are the best to keep of any I ever saw.

This place was once inhabited by wild and ferocious cannibals; but through the philanthropic labours of missionaries, the natives here and in the vicinity have become civilized, friendly, hospitable, and anxious to do good to others. Indolence and filthiness have given place to industry and personal cleanliness; ferocity, to gentleness; ignorance, to intelligence; idolatry, to the pure and undefiled religion of the Gospel. Go on, ye messengers of Divine Mercy; pursue the good work, until all the isles of the ocean shall rejoice; "until the knowledge of Jehovah covers the earth as the waters cover the sea." Soon may these labours of love be extended to the south island of New-Zealand, where the people now sit in intellectual darkness, and in the shadow of moral death. Heaven will continue to bless your exertions, and to reward those who contribute to the promotion of so good, so great a cause. Mankind will bless you; but above all, they will doubly bless you "who go down to the sea in ships, and do business in great waters;" they who "see the works of the Lord, and his wonders in the deep;" for every missionary is emphatically the mariner's friend.

In the course of the forenoon, the deck of the republican schooner *Antarctic* was honoured by the footsteps of royalty! The *areekee* and his august consort—i. e. the king and queen of the northern district of *Eahéino-mawe*, paid us a friendly and familiar visit. His majesty, old Kippy-kippy, as soon as he came on board, begged to know in what he could serve me, at the same time intimating that he and his people owed an immense debt of gratitude to the whites, for the civil, moral, intellectual, and spiritual blessings they had received from them through the instrumentality of the English missionaries. His majesty was pleased to make a long speech on the occasion, replete with sentiments of gratitude and friendship, and not deficient in good sense and propriety of expression; to all of which I replied in seaman-like brevity, and so the conference terminated, to the mutual satisfaction of all parties.

This is one of the most commodious harbours that it is possible for a seaman to desire. The entrance is free and easy of access; there being only one hidden danger more than a cable's length from the shore; and this one is about half-way up the passage, in going into the harbour, and a little on the south shore. It is about the size of the deck of a ship, and has nine feet of water over it at low water. With a strong easterly wind, the sea breaks upon it. I had no opportunity of examining the sound that leads into this harbour, as we entered at night, and departed in a thick rain-storm, which is strong presumptive evidence that the passage is not dangerous.

It was in this bay that the unfortunate French navigator Marion

anchored, and his crew lived on terms of familiarity and apparently of cordial friendship with the natives. But some offence was given unintentionally to the passionate and capricious savages. Ever eager for revenge, they came upon the Europeans unawares, and murdered Marion in a most brutal manner, with sixteen of his crew, who accompanied him on shore. Another party of his crew, consisting of eleven men, who were cutting wood in a different part of the bay, were attacked at the same time, and only one of them escaped to the ship, to communicate the disastrous intelligence. When the French landed with all their force, to seek the remains of their unfortunate countrymen and brave commander, who fell at the first onset, the natives insultingly called to them from their fastnesses, and boasted that their chief had eaten Marion's heart!

The English have suffered from similar acts of perfidy, the last of which was the case of the ship *Boyd*, in 1809, the crew of which, to the number of seventy, was massacred by the chief named George. Since that period, the nature and disposition of these people have undergone a most wonderful change for the better, through the unwearied labours of benevolent and pious missionaries. They are now a civilized, rational business people, having a very brisk intercourse with the British settlements of New South Wales, and Van Dieman's Land. They make excellent sailors too, after a short course of training; as I can vouch for from experience, having had several of them at sea with me.

January 23d.—On Saturday, the 23d, agreeably to previous arrangements, I attended Mrs. Morrell to the missionary establishment, which she was very anxious to visit. We were accompanied by three of the English captains before mentioned, King, M'Auly, and Gray; and were met on the beach by the Rev. Mr. Williams, who appeared to be very much rejoiced to see us. After a mutual interchange of the customary courtesies, he conducted us to his house, and introduced us to his amiable family—a lovely wife, and two very interesting daughters, just fitted to receive and impart pleasure, in the rational sphere of *moderate* fashionable life. I contemplated these females with peculiar interest, and could not conceal my admiration of that disinterested devotedness which could induce them to leave their country, with so many endearing relationships, and become immured for life in a solitary spot, on the opposite side of the globe, surrounded by barbarous savages, and exposed to a thousand privations. 'Twas the divinity which stirred within them.

In this missionary establishment, which lies about five miles from the Antarctic's anchorage, on the west side of the bay, the most admirable and perfect system of *order* prevails which I have ever witnessed; and this is all owing to a proper and judicious apportionment of time. They rise, every morning, at daybreak, when the labouring natives assemble, and the day is opened with prayer. After despatching a hasty but wholesome breakfast, they repair to the field, each missionary dressed in his coarse frock and trousers, carrying in his hand a hoe or spade, or some other agricultural implement. Here they labour all the forenoon, with as much industry and perseverance as any of our

New-England farmers, until the hour of midday, when they all partake of an excellent dinner, preceded by prayers, and followed by a brief return of thanks. After this, they again repair to the field, and continue to work until four o'clock, when the labours of the day are finished, the two following hours being appropriated to amusements and recreation. They assemble at six o'clock, and partake of a light supper, after which the natives receive lessons in reading, writing, and arithmetic; or hear a religious lecture. At nine, P. M., the day is closed with prayer, when a sweet night's rest recruits their health and spirits, and fits them for the exercises of the following day.

While the missionaries are thus occupied with the male natives, their wives and daughters are equally busy with the females, teaching them to read and write, and also the art of needlework. Thus these good people devote their whole time in labouring to promote the temporal as well as the eternal welfare of the natives of New-Zealand. Several handsome specimens of their writing were shown us, together with some pieces of original composition that evinced no ordinary degree of genius and talent. I heard some of them read, also, with great accuracy, both in English and in their own tongue, which the missionaries have so reduced to a grammatical system, that it has become a written and printed language. Mrs. Morrell examined several specimens of needlework executed by the female natives, which she pronounced to be equal to any thing of the kind she had ever seen.

A very pretty village encircles the mission, the buildings of which are mostly framed and built like the houses in our country villages. The better sort, however, are built of stone, and handsomely painted. All of them are whitewashed, and have beautiful gravel walks in front, with neatly cultured gardens in the rear. Some of the natives have become ingenious mechanics as well as experienced and skilful farmers. Thus those plains, which but a few years ago were the scenes of bloodshed and human sacrifices, have been converted into cultivated plantations and fields for innocent amusement; where the horrid rites of pagan superstition were once performed, are now erected altars consecrated to the one true and only living God.

After spending a few hours at this delightful establishment, which my wife reckons among the pleasantest of her whole life, we took an affectionate leave of our excellent friends, and proceeded to the beach, attended by several of the Christian natives, who parted from us with great reluctance. On shoving off, they exclaimed, as with one voice, "Farewell! good Americans! Gentlemen and lady, God bless you!" Our honest tars seemed inspired by this ebullition of feeling from the natives; and with their muscular arms caused our little boat to skim like a swallow over the waters of the bay, whose bosom seemed as placid as our own. Not a soul left the beach till they saw us in safety on the Antarctic's deck.

We reached the vessel just before dark, where I found that my excellent officer, Mr. Hunt, had as usual been prompt and vigilant in the performance of his duty, and every thing was ready for sailing. I was met at the gangway by my royal visitors of the morning, old

Kippy-kippy and his queen. The latter made my wife a present of five beautiful mats, manufactured by the natives, of the silken hemp, which is a natural production of the country ; and which, if the plant was once introduced into the United States, would supply the whole nation with a sufficient quantity of a superior article to any they have ever manufactured.

This chief is of common stature, stout, muscular, and active ; with a countenance that indicates intelligence, shrewdness, and mental energy. As an *areekee*, he is in the habit of assuming more dignity, perhaps, than he really feels ; but, though “the milk of human kindness” preponderates in his heart, he deserves and commands an unlimited degree of respect from his people. His wife is smaller and more delicately proportioned, with a countenance beaming with kindness, tenderness, and benevolence ; I doubt whether it was ever ruffled by an angry or ill-natured sensation.

From some indefinable cause or other, they both became very much attached to me, and expressed a strong desire to accompany me to America, in order to see the country, acquire some of our useful arts, and then return to teach the same to their people. This was certainly a laudable ambition, not unworthy of Peter the Great, czar of all the Russias. I was obliged to throw a damper on it, however, by telling them that it would be a very long time before my duty would permit me to sail for America, as I must first visit many other islands and countries, and load my vessel with their productions. This unexpected repulse caused them to look quite dejected for a few minutes ; after which they requested me to stop at their island on my way home, and they would hold themselves in readiness to embark with me, and would fill the Antarctic with hemp, as a remuneration for my trouble. We finally parted with mutual regret.

January 25th.—Having completed our “wooding and watering,” as seamen term it, and taken on board a large supply of hogs and potatoes, we got under way, on Monday, the 25th, at six, A. M., and put to sea, with the wind at south-east, attended with heavy falls of rain. Captains King, Gray, and M'Auly, and his majesty Kippy-kippy accompanied me several miles down the bay ; where, at seven, A. M., they took their leave, and in a few minutes their little boat was out of sight astern. I had become quite attached to the three English gentlemen just named, and wished that I could have longer enjoyed their society. They wore no stars, and bore no titles ; but they were noblemen of Heaven's own make. They were simple mariners, like myself ; but real gentlemen in the best sense of the word. It is not probable, scarcely possible, that we shall ever meet again ; but if this humble narrative should happen to meet the eye of either, it will be seen that some impressions fasten strongly on my heart.

Having been thus far disappointed in procuring a cargo of furs, I now determined to change the original character of the voyage, and steer for Manilla, to procure a freight for Europe or America. At eight, A. M., we were clear of the bay, and steered to the north, intending to pass between the Feejee Islands and the New-Hebrides, to the east of Charlotte's archipelago, and cross the equator in about

longitude 165° ; then to shape our course for the Philippine Islands. We continued in this northerly course, with variable winds, and occasional foul weather, until Monday, the 1st of February, when we took the south-east trade-winds, in latitude $20^{\circ} 30' S.$, long. $170^{\circ} 52' E.$

February 2d.—On the following day, at six, P. M., we passed the island of Erronan, which lies in latitude $19^{\circ} 28' S.$, long. $170^{\circ} 24' E.$ This island is one of the New-Hebrides, of which group we have not sufficient knowledge to give any particular description. Most readers are aware that this cluster of islands was discovered by Quiros, in 1606, who thought them to be part of a great southern continent, to which he gave the name of Australia del Espiritu Santo. They were next visited by Bouganville, in 1768, who did no more than discover that the land was not connected, but composed of islands, to which he gave the elegant name of the Great Cyclades. After another interval of seven years, the celebrated Captain Cook completed the discovery, who gave the whole cluster the name of the New-Hebrides, after a group which lies on the west coast of Scotland.

February 4th.—We continued on our passage to the north, until Thursday, the 4th of February, when, being in latitude $14^{\circ} 30' S.$, long. $170^{\circ} 0' E.$, we took the winds from north-west, to north-north-east, which continued to blow from these quarters for about a fortnight. In the mean time we crossed the equator in longitude $166^{\circ} 30'$; and on Thursday, the 18th, in latitude $4^{\circ} 20' N.$, long. $167^{\circ} 20' E.$, we took the north-east trade-winds from east-north-east. On the same day we saw several indications of land.*

February 19th.—On the 19th we passed close in with Hope Island, which is in latitude $5^{\circ} 17' N.$, long. $164^{\circ} 47' E.$ It is moderately elevated in the centre, and descends into beautiful plains and fertile valleys towards the shore, which are literally covered with cocoanut-trees, plantains, and bananas. We now changed our course to west-north-west and west-by-north, seeing drift-wood and land-birds every day; these were sure indications of our being near land, and brightened my anticipations of making some new discoveries.

* Our situation at this date was about eighty miles from a group of islands which has since been discovered by Captain Hiram Covel of the barque Alliance, of Newport, R. I.; who states that on the 7th May, 1831, in latitude $4^{\circ} 30' N.$, long. $168^{\circ} 40' E.$, he discovered a group of fourteen islands not laid down on any chart. They were all inhabited, and the natives spoke the Spanish language. He called them the *Covel Group*.

CHAPTER IV.

New Discoveries—Westervelt's Group—An ominous Dream—A perilous Situation—Extricated by a dexterous nautical Manœuvre—Bergh's Group discovered—Livingston's Island—Arrive at Manilla—Philippine Islands—Luconia—City and Bay of Manilla—A Hint to the Ladies.

WE were now sailing in that part of the Pacific Ocean which had been the least traversed, either by merchantmen or discovery-ships. Of the few islands which had heretofore been seen in these seas scarcely any thing was known, except that they appeared on the latest charts as the "Caroline Islands," with the remark that their situation and positions were "not well determined." I had long since been forcibly impressed with the idea that a rich field for tropical discoveries lay along this side the equator, between the meridians of 140° and 160° east longitude; and it was a firm conviction of this fact that induced me to stretch so far north, before I bore away for the Philippine Islands. The correctness of my theory was now about to be fully and satisfactorily verified.

February 23d.—The cheering cry, from the mast-head, of "Land, ho!—land, ho! under our starboard bow," brought every soul upon deck. This was on Tuesday, the 23d of February, at about three, P. M. We changed our course, and ran for the stranger; which, at four, P. M. was seen to be composed of three small low islands, of nearly equal size, connected by a coral reef, and not laid down on any chart, or mentioned in any epitome of navigation extant. They are very low, the most elevated parts being not more than twenty-five feet above the level of the sea; but well wooded, being almost entirely covered with cocoanut and bread-fruit trees. On examining them closely, I found that neither of them was more than five miles in circumference, and that *biche-de-mer* and pearl oysters may be found both on and within the reef that connects them. As this was evidently a new discovery, we concluded to name it Westervelt's group, in honour of Jacob Westervelt, Esq., an excellent shipwright, and a worthy citizen of the city of New-York. They are situated in latitude $7^{\circ} 5' N.$, long. $153^{\circ} 10' E.$

In traversing these seas, I had deemed it necessary to multiply my "look-outs;" so that during the whole passage from New-Zealand to the Philippine Islands, there was a regular mast-head kept day and night; besides one man on the extreme end of the jib-boom, one man on the bowsprit, and one man on each cat-head; all keeping a sharp look-out for low land or breakers. My reasons for this extra precaution, were to avoid the dangerous reefs which might be met with in these partially explored regions, and the expectation of falling in with islands which had never before been discovered.

After carefully examining and naming Westervelt's Group, we continued to steer to the west, a little northerly, with a fine breeze from north-east, and squally, until eight, P. M., when the weather set in so thick, that it was judged imprudent to run. The Antarctic was therefore hove-to, with the starboard tacks on board. At eleven, P. M., the weather cleared off, and we filled away, steering to the westward, with a ten-knot breeze, keeping the "look-outs" stationed at their respective posts, as mentioned above, hailed every few minutes by the officer of the deck. We were now going off under the mainsail, foretopsail, top-gallant-sail, square-sail, jib, and flying-jib, at the rate of ten miles an hour.

I had not slept a wink the two preceding nights, and was now nearly exhausted by fatigue and watchfulness. At midnight, therefore, having renewed my injunctions of caution to the watch on deck, I went below to take a short nap; but feeling a presentiment that it would be very temporary, I merely threw a mat on the cabin floor, and lay down upon it, where I soon fell into a disturbed slumber, which was very far from being refreshing. My bodily senses, it is true, were "steeped in forgetfulness;" but my better part was still actively employed in the duties of the deck. Confused and undefinable images of difficulties and dangers flitted across my imagination, and in a few minutes I passed through weeks and months of fruitless toils, strange incidents, and unheard-of disasters.

At length the broken fragments of a tragical picture seemed to be reunited, and the visions of my fancy assumed some orderly arrangement. I was sailing on an unknown coast, by moonlight, running before a gentle breeze, with every inch of canvass extended. Every thing wore a sombre and melancholy appearance—the moon even seemed to look down upon me in pity, and the shore, as it glided past me, appeared to be peopled with spectres. I thought I was at the helm, and all alone. The deck was running with blood, and the idea now flashed across my mind that all my crew had been cut to pieces by pirates. My situation was lonely and dreary in the extreme, and I longed to hear the voice of a human being. In the next instant a shadowy form flitted past me without sound of footsteps, and mounted the cat-head. After looking out on the deep a few moments, he suddenly turned his face aft, and I recognised the countenance of my deceased friend, the youthful and amiable Samuel Geery. With his right hand and arm extended in the direction we were sailing, he suddenly exclaimed, in a loud voice, "Breakers ahead, sir!"

I was on deck, and had the helm hard down, before the officer of the watch had time to repeat the startling exclamation. My dream had become a frightful reality, and the warning voice which dissolved its vision was from the mast-head.

Mr. Hunt was scarcely an instant behind me in reaching the deck, from which he leaped on the fore-castle, and in a moment more all hands were aft, gathering in the main-sheet, which was then about five points off; at the same time the head-yards were kept pointed to the wind, and the headsail hauled down.

I had not yet seen the breakers myself; but I perceived that every

one of the crew had gazed in that direction as they came upon deck, and that terror was strongly depicted on every countenance. I was also aware that if they were permitted to interchange expressions of apprehension, a scene of confusion must ensue which would seal the fate of the Antarctic, and engulf us all, my wife included, in one common grave. I therefore commanded silence, in as stern a voice as I knew how to assume, and my lungs seldom fail me in cases of emergency—I threatened with instant death the first man that spoke a word above his breath abaft the foremast. This had the desired effect; for the next instant there was nothing to be heard but the whistling of the winds and the howling of the lofty combers, about one hundred and fifty fathoms under our lee.

The vessel was coming-to very fast; but not being able to get the main-sheet aft as soon as necessary, on account of a small line getting into the main-boom tackle-block, which prevented the fall being overhauled; and meeting a very short and cross-head sea in the bows, which deadened the vessel's headway before she came to the wind, she got stern-way upon her, and began to fall off.

“Keep the helm hard a-port!” I exclaimed, as, for the first time, my eye caught a view of the breakers, under our lee. “Brace the head-yards aback! Down mainsail! Up head-sails, with sheets to windward!” These orders were obeyed as rapidly as they were given; and the Antarctic began to fall off very fast, with rapid stern-way upon her, so that the sea was coming in on both quarters. The head-yards were braced aback as long as possible, without springing them, and the headsails were run down the moment they refused to lie aback any longer. The instant the squaresails began to fill, the yards were braced sharp round in a moment; and before the Antarctic gathered any headway, the wind was about one point off the larboard quarter. The mainsail was now instantly set, and the vessel began to gather a little headway. As she came-to, the head-yards were kept pointed to the wind, and all hands, except five or six, were placed at the halliards of the headsails; and by the time the vessel had come-to, within eight points of the wind, the headsails were on her, and she was jumping from one sea to another, at the rate of eight miles an hour, with the fore-sheet aft.

Thus, in wearing or veering, a sharp pilot-boat schooner, of seventy-eight feet keel, in a ten-knot breeze, gained more than twice her length off-shore: and the man at mast-head said that when the helm was first put down, the vessel was nearer the breakers than when she had the wind on the other quarter, and began to crawl off-shore. The breakers were running about twenty feet high, and there was no land in sight from the mast-head. No other step which could possibly be taken would have saved the beautiful Antarctic from shipwreck. She was saved.

At the very crisis of our fate, my wife came on deck and asked me if I would have my hat! Happily for her, she knew not, at that moment, that we were all tottering on the extreme verge of destruction's precipice. It was the tender officiousness of an affectionate, devoted wife; but at such a crisis inconceivably mal-apropos. My reply was

“short, and *not* sweet:” “Go below instantly, my dear, or I shall be compelled to have you taken from my presence by force.” From that moment I saw her no more, nor was there a word spoken on board, among thirty-four men, excepting by myself and the first officer, until the Antarctic was safe, retreating obliquely from the frothy and noisy rage of the boisterous enemy. Then we had time to breathe.

We stood off-shore until half-past three o'clock, when we hove-to, with the starboard tacks on board. At half-past four, A. M., we filled away, and stood in for the reef; and at half-past five we were close in with the east end of it, when we discovered land to the westward, about eighteen miles from the outer breakers. There were also some small low islands to be seen near the inner edge of the reef, along which we continued to steer, finding it to extend in a circular direction, until we finally sailed nearly round it, and began to understand its figure, nature, and character. This, however, had exhausted our daylight; we therefore stood off at a prudent distance, and hove-to for the night.

On the following morning we resumed our examination of this interesting discovery; for such it proved to be. It was a group of beautiful islands, surrounded, enclosed, fenced in, completely locked up, and defended by a wall of coral, from one-third of a mile to three miles in width, and one hundred and fifty miles in circumference; the depth of water on it varying from two to eight feet. In circumnavigating this singular submarine parapet, we counted more than seventy islands, of different sizes, situated within its circle, the appearance of which was truly paradisiacal and delightful. It was realizing, as far as the eye could judge, all that poets have dreamed of “happy isles,” fairyland, &c. The whole were clothed with the richest verdure, and crowned with forests of cocoanut-trees, bread-fruit, oranges, plantain, banana, &c. The mountains appeared to be wooded to their very summits; and every appearance, examined by good telescopes from the mast-head, indicated fertility and plenty. Every island was teeming with inhabitants, whose curiosity was evidently very strongly excited by the sudden apparition of our vessel, in the morning subsequent to the midnight incident which came so near leaving them nothing to gaze upon but the Antarctic's broken timbers, and our own lifeless bodies. Canoes of natives were seen darting from one island to another, and the utmost alarm and confusion seemed to reign among those tawny children of the reef. The water within the reef appeared like a polished mirror, reflecting every object from its glassy surface. The natives also appeared in considerable numbers on several little islands at the inner edge of the reef, and in their canoes outside the surf, which in some places broke twenty feet high.

But I could not rest contented with merely viewing these happy isles at a distance, shut out, as it were, by an envious wall impassable as adamant. We therefore commenced a search to find some place of entrance, and for this purpose continued our examination of the reef; in doing which we discovered four passages leading to the placid, tranquil, lake-like waters which slept within. These

passages were about two hundred fathoms wide, with a depth of water from fifteen to three fathoms. One of them is on the north-west side, one on the south-west, one on the south, and one on the east. The Antarctic boldly entered at the south-west opening, and courteously paid her respects to the astonished natives, who in assembled groups were gazing at her graceful figure and snow-white wings, as she glided along the mazy passages that separate these lovely islands. The whole scene was interesting beyond my powers of description: I lament that I have not talent to do it justice. The reader must be content with the plain matter-of-fact observations of a seaman.

On the inner edge of the reef there is a range of small low islands, from one to five miles apart, covered with cocoanut-trees. There are about forty of this description, which are from half a mile to three or four miles in circumference. Within this circular range of small islands there are four others of about thirty miles in circumference, and moderately elevated. Between the latter and those on the inner edge of the reef, there are about twenty that are quite small, covered with cocoanut-trees. A reef runs from one island to another, nearly through the whole group, which renders the navigation very difficult in penetrating to the centre of the group.

Between all these reefs there is from ten to twenty fathoms of water; the bottom of which is partly covered with mother-of-pearl oyster-shells, as many parts of the reef are with *biche-de-mer*. From the lofty appearance of the large islands, I have no doubt but their mountains contain sandal-wood, as we saw some of the paddles of the natives made of that material. From the lava and pumice-stone which we saw at the wash of the shores, I am led to infer that these islands were once the summits of volcanic mountains. But it must have been at a very ancient date, as they are now all covered with the most fertile and luxuriant growth of fruit trees and timber that I have ever seen on any one group in the North Pacific Ocean; and wherever I landed I found the soil exceedingly rich. Besides the fruits I could recognise with my glass before I entered the reef, I now discovered lemons, jack fruit, and a kind of melon, something like our water-melon, but much richer in its flavour.

During our short stay here on this our first visit, the observations we made were necessarily imperfect, and in some respects erroneous; but as we had two subsequent and favourable opportunities of examining these islands, and becoming familiar with their inhabitants, I trust the reader will find nothing recorded but what I know to be facts. When I come to treat of the personal appearance, dress, character, manners, habits, and customs of these natives, as I intend to do in a subsequent chapter, the reader will be surprised to find himself introduced to a peculiar race of people, differing, in many respects, from any other I have ever seen or read of.

On the present occasion our stay was so short, and the natives so very shy, though two or three hundred canoes were round the vessel at one time, that I could not obtain an interview, except with two or three, whom I took on board the Antarctic, and showed them such wonders, and made them such presents, as almost rendered them wild with

pleasure and amazement. I feel confident that they never saw a white man, or any vessel much larger than a canoe, before the 23d of February, 1830, when the Antarctic rose on their astonished view, like some white-winged monster emerging from the ocean. On showing them a piece of *biche-de-mer*, they gave me to understand that they could collect any quantities of it, and wondered what use I could make of it. They intimated the same also when I inquired for mother-of-pearl shells, of which I exhibited some specimens. The impression was favourable.

By several sets of observations and altitudes, I determined the situation of the centre of this group to be in latitude $7^{\circ} 5' N.$, long. $152^{\circ} 15' E.$ As it is not laid down on any chart, nor mentioned in any epitome, I named it Bergh's Group, in honour of my excellent friend Edwin Bergh, Esq., of New-York.

February 26th.—On Friday, the 26th, at eight o'clock in the evening, we were safely out of this little labyrinth of coral, and shaping our course for Manilla, with a fine breeze from north-east, and light squalls of rain. We continued steering to the north and west until the following morning at eight, A. M., when the man at mast-head suddenly exclaimed, "Breakers! three points on the starboard bow!"

Knowing that there was no reef or land laid down on the charts in this vicinity, I immediately hauled up for the westernmost part of the reef. When we had come within about one mile of the breakers, land was discovered bearing north-north-west, which proved to be an uninhabited island at about fifteen miles' distance. The reef, we found, extended, with one uninterrupted chain of breakers, to the south part of the island, and was composed entirely of coral, with not more than ten feet of water on it at any time.

At twelve o'clock, M., we were close in with the west side of the island, which proved to be about eight miles in length, from north to south, and half that distance from east to west; its greatest elevation being not more than fifty feet above the level of the sea. It was covered with shrubbery and palm-trees, beneath which grew a long coarse grass. This island affords water of a good quality, and is thickly tenanted by land and sea-birds of different species. It is frequented by turtles also; both the hawk's-bill and the green turtle resort to its shores; while the waters are teeming with an exhaustless variety of fish. Shellfish of the most beautiful species abound here; and rare specimens may be collected in great abundance by having divers on board, to go down outside of the surf. *Biche-de-mer* is tolerably abundant on the reefs; and mother-of-pearl shells and pearl-oysters are found in the lagoon between the reefs, with many other kinds of shell of the pearl species.

It may here be proper to state, that there is a reef of about the same length as the one already mentioned, running off from the north end of the island, bending to the east-south-east and south, until it meets the other at the south end of the island; forming, to the eastward of the island, one large lagoon. The west side of the island is bold, and clear of dangers, with good anchorage near the southern point, in

twelve fathoms of water, over a coral bottom, about one-fourth of a mile off-shore.

I determined the situation of this island to be in latitude $8^{\circ} 25' N.$, long. $150^{\circ} 22' E.$ The latitude is correct, but the longitude may be liable to an error of a few miles, on account of the weather being squally, which prevented our getting sights for the chronometers, or taking astronomical observations. As this was obviously an entire new discovery, we gave it the name of Livingston's Island, in honour of Charles L. Livingston, Esq., of New-York; a gentleman whose worth and talents are well known and highly appreciated in his native state.

February 27th.—On Saturday, the 27th, at eight, P. M., we bore up, and left Livingston's Island, steering to the west-north-west, with a fine breeze from the north-east, attended with light squalls of rain. We continued standing to the westward, passing to the south of the island of Guham, frequently seeing sperm-whales, turtles, fish of various kinds, and many species of oceanic birds.

March 7th.—On the evening of Sunday, the 7th, at nine, P. M., we arrived at the east entrance of the Strait of Manilla, or St. Barnardino, in latitude $12^{\circ} 45' N.$, long. $124^{\circ} 31' E.$ The north-east point of Samar Island (which should always be the first land made in running for Manilla Strait) is situated in latitude $12^{\circ} 38' N.$, long. $125^{\circ} 29' E.$ In doubling this cape, you may come within about two miles of the land, if you think proper; but I would always advise mariners, in running for the strait, to give this land a berth of six or eight miles; as there are several small rocky islands lying between Cape Espiritu Santo and the island of St. Barnardino, which lies in the middle of the east entrance of Manilla Strait. This island may be passed on either side, though the preference is to be given to the north, which I would always recommend to strangers, as this passage is clear of dangers; while the southern passage is intersected with several dangerous shoals, upon which ships, in light airs, are very liable to be carried by the strong tides, which run in whirlpools, from three to five miles an hour.

March 10th.—We pursued our course through the strait, with light variable winds, and fair weather, until Wednesday, the 10th of March, when, at eleven, A. M., we came to anchor in Manilla Roads, in four fathoms of water, clay bottom, with the lighthouse on the mole, at the north point of the river Cour, bearing north-east, distant one mile and a half. Here we found many ships of different nations lying at anchor, and waiting for cargoes. Among the flags, I recognised those of Spain, France, Portugal, England, China, and the star-spangled banner of my native land. At one, P. M., we were honoured by visits from the health officer of the port and the custom-house officer, and went through all the little ceremonies and *et ceteras* incidental to the entrance of a stranger into a foreign port.

The city of Manilla is the capital of the island of Luconia, and of all the Spanish possessions in the Philippine Islands. This extensive group of islands, which is supposed to comprise ten hundred, is situated in the North Pacific Ocean, east of Cochin China, forming the eastern boundary of the Chinese Sea. These islands are scattered

over a space of three hundred and fifty leagues in extent from north to south, and one hundred and fifty from east to west. The principal islands in the group are Luconia, Mindanao, Samar, Matsbate, Mindoro, Luban, Panay, Leyte, Bohol, Zebu, Negro's, St. John's, Xolo, and Abyo.

The population of the whole group is estimated at about two millions; of which seventy thousand are Chinese, seven thousand are Spaniards, one hundred and eighteen thousand are mestizoes, and the rest natives. Of the latter there are two distinct races—the Papuas, or negroes, who live principally in the interior, and seem to have been the primitive inhabitants; and the Malays, who dwell nearer the coasts.

These islands were discovered by Magellan in 1521, and received their present name in honour of Philip II., King of Spain. The first settlements were made by the Spaniards, in 1570. In 1823 (seven years previous to my present visit), the creoles and mestizoes made an attempt to obtain a liberal government; but the insurrection was put down by the Spaniards, who employed in this service a force formed of the converted natives.

The face of the country is mountainous, and there are numerous volcanoes in the different islands, whose eruptions have repeatedly caused great ravages. The climate is variable, but the heat is never excessive. Violent hurricanes and earthquakes often do much mischief. The soil is not less various, but in general is fertile. Rice, coffee, sugar, cocoa, tobacco, indigo, and a great variety of pulse, with many sorts of tropical fruits, ebony, sandal-wood, die-woods, &c., are among the vegetable productions. Gold, silver, and sulphur are among the minerals.

Lucon, or Luconia, is the principal of the Philippine Islands; it being about four hundred miles in length, from north to south, and from ninety to one hundred and twenty in breadth; comprising about sixty-five thousand square miles. The country is generally mountainous, an elevated ridge extending through the whole length. There are several volcanoes, and earthquakes are frequent and sometimes destructive; those of 1650, 1754, and 1824 are still remembered with terror. The climate is temperate for the latitude, but is too moist to be salubrious. The soil is rich and fertile, producing East and West India fruits in abundance, with several kinds of spices. Gold is found among the mountains and in the sands of the rivers; ambergris is thrown on the coast; and civet-cats are common to the country.

The city of Manilla is the Spanish capital, and the seat of the colonial government of that nation in the East. It lies in latitude $14^{\circ} 37' N.$, long. $120^{\circ} 59' E.$; variation per azimuth $6^{\circ} 40'$ easterly. This city was founded in 1571, by Miguel Lopez de Legaspi. It is a walled city, beautifully situated on a kind of peninsula, at the bottom of a bay, and is well fortified. The city is large, the streets spacious, and the houses handsome. They generally consist of two stories, with a flat roof, and balconies in front. The lower story is most commonly of stone, and the upper one of wood, with windows of mother-of-pearl, or some other thin transparent material. The streets are well paved, and lighted at night. The palace in which the governor resides is a very elegant

and extensive building; the other public edifices are mostly churches and monasteries.

This is the chief seat of commerce for the Philippine Islands, and the port is constantly crowded in the summer months with Chinese junks; and with American, English, French, Spanish, Dutch, and Portuguese ships, all the year round. The principal articles of export are sugar, indigo, hemp, coffee, tobacco, rice, honey, pearls, pearl and tortoise-shell, &c. The imports consist principally of wine, brandy, cutlery, &c., together with manufactured articles of silk, cotton, and woollen. This city was taken by the English in 1762, and ransomed for a million pounds sterling; but the ransom has never yet been paid, if I have been correctly informed. Its present population is about sixty thousand souls, of all colours and features.

Ships bound to this port during the north-east monsoons should endeavour to make the land a little north of the bay; and during the south-west monsoons they should first make Goat Island. The latter prevail from the month of May to October inclusive; and the former for the rest of the year. There is an island of about two miles in circumference, lying at the entrance of the bay, rather nearer to the north shore, with sufficient depth of water on either side of it, close to its shore, for a line-of-battle ship. During the north-east monsoons, I should always advise ships to pass to the north of this island; but during the south-west monsoons, the southern passage will be most advisable. They are both equally safe and easy, having no concealed dangers half a mile from either shore.

This island is called the Corregidor, and has a small fort and signal-staff on its summit, where the Spanish flag is displayed on ships entering the bay. Strangers, in going in at daylight, will do well to keep the island close on board. They will receive a visit from the boarding officer, who is stationed at this island to obtain information and assist strangers bound to Manilla, with provisions, or a pilot if required. You will also receive the daily papers by the boarding officer, who sends a boat to the port of Cavite every day. Ship-masters should be very cautious not to allow any boats to come alongside, nor permit any to leave the vessel, until after they have received a visit from the health officer. By a strict attention to the laws and customs of the port, a due share of politeness, with a few trifling presents to the first and second captains of the port, the collector, and health officer, you will ensure great despatch in your business through the custom-house; but a contrary deportment will inevitably produce delay.

In entering the bay of Manilla, either in the north or south passage, you will not have less than ten fathoms of water within a quarter of a mile from either shore. From the Corregidor to the city the course is north-east-by-east three-quarters-east, eight leagues; and to the port of Cavite the course is east-by-north half-north, seven and a half leagues; and from Cavite to Manilla the course is north-north-east, three leagues, and no dangers between them. The soundings are regular, from five fathoms at Cavite, increasing gradually until half-way to Manilla, to ten fathoms; and then decreasing gradually until

off the port or city of Manilla, when you will have from five to four fathoms, within one mile of the walls of the city.

On the north and south sides of the bay of Manilla there are several sand and mud-banks, running from half a mile to a mile off-shore, upon the most of which the natives have fishing weirs or stakes of bamboo, with their upper ends about four feet above the water, and very close together. This bay is large and spacious, being about twenty leagues in circumference. Its entrance, or the Corregidor, is in latitude $14^{\circ} 27' N.$, long. $120^{\circ} 37' E.$

The anchorage at the port of Manilla is good, safe, and commodious during the fine season of the year, which is during the north-east monsoons. In fact, a ship may lay at this port all the year round in perfect safety, provided she has good ground-tackling. But if there should be any doubt respecting this apparatus, I would advise them, during the season of the hurricanes and the south-west monsoons, to moor their ships at Cavite, which is properly the seaport of Manilla. Here ships may lie in perfect safety all the year round, in smooth water.

This bay is bountifully supplied with a great variety of excellent fish; and the natives employ a great part of their time in the morning and fore-part of the day in fishing. But at night it is literally covered with their little canoes, each of which has a light in its bows, which gives the bay from the anchorage a very beautiful and picturesque appearance. These exhaustless treasures of the deep have drawn round the shores of the bay and the environs of the city a very thick population of the natives, each of whom is contented to live twenty-four hours on a little fish and a handful of rice.

The river of Manilla is not less amusing than the bay. It is on the east side of the city, from which it separates the suburbs. The mouth of this river is formed by two moles, about fifty fathoms apart, with a lighthouse on the eastern point; and is obstructed by a bar, which prevents vessels entering that draw more than ten feet of water. It is quite a pleasure to sail on this river in the canoes or bankers of the natives, with which, near its mouth, it is literally covered, bringing produce to market. The small boats that come down the river are generally too well loaded to afford room for the owner, who wades by its side or at its stern, pushing it along in the water. In this task they are also assisted by the women, who are as fearless of the water as a duck. They wade into any reasonable depth, say up to their knees, and frequently to their hips, always taking care to preserve their dress from getting wet, which they hold with one hand, while they propel the canoe with the other.

The natives of both sexes are almost constantly in the water, either for business or pleasure, which at once purifies the body, and imparts a pleasing elasticity to the animal spirits. They bathe at all periods of life from infancy to old age; at all seasons, and in all weathers. It is supposed by some writers that these constant ablutions and their temperate diet contribute to the great fruitfulness of the Luconian females, and their ripeness for early marriage. I have known several of them who had borne twins at the age of twelve, and some of them become

mothers at eleven years old. Those that are married at so early an age generally cease to bear before they are thirty.

After their accouchement, at which male practitioners never assist, they recover health and strength very rapidly. Miscarriages and accidents are scarcely known among them; their female accoucheurs, having all been mothers themselves, know their business practically, which is a thing impossible to one of our sex. With these female natives of Luconia there is no art or affectation; all is nature with them. They have not been taught to look forward to the important hour which makes them mothers with apprehensions of danger; there are no artificial terrors thrown around the interesting scene. The indispensable pangs, which are courted rather than shrunk from, are endured with patience, and an humble reliance on that Power whose wisdom ordained this mode of fulfilling the divine command to "increase, and multiply, and replenish the earth."

Their sufferings, however, are trifling compared with those which fashion entails upon her wretched vassals in the United States. The Manillian wives have never had their lovely forms screwed up in a machine of torture that was never heard of among all the diabolical inventions of the Inquisition; a machine of whalebone, and steel, and cord, and pulleys, and levers! a machine as far more ridiculous and mischievous than the iron shoe of China as the body and vitals of a human being are of more value than the foot. They have lived according to nature, and now enjoy their reward. The apprehension of deformity or malformation in the infant, a horrid idea which flits across the imagination of almost every European and American female in the situation alluded to, never enters the mind of these children of nature, among thousands of whom a single instance of personal deformity was never known. These females are all elegantly shaped, and so are the men; almost every one being a suitable model for a Venus or an Apollo. In form, feature, limb, eyes, teeth, and every thing but "complexion, the tincture of the skin," they are equal to the fairest of my own countrywomen; a majority of whom are braced up so sharp that they can neither stoop for their glove, should they chance to drop it, nor tie their shoe-string, should it be dangling on the pavement.

CHAPTER V.

Sail from Manilla for the Feejee Islands—Discover Skiddy's Shoal—Islands of Los Matires—Visit Bergh's Group—Discover Skiddy's Group—Visit Young William's Group—Interview with the Natives—Intended Treachery defeated—Visit Monteverdeson's Islands—Description of the Natives—Indications of Hostilities—An Attempt to board the Antarctic—Continuation of the Voyage—Discovery of the Massacre Islands—Friendly Disposition of the Natives.

FINDING that a freight for Europe or America could not be immediately obtained, I made arrangements to fit out the Antarctic on a voyage to the Feejee Islands, there to procure a cargo of *biche-de-mer*, tortoise-shell, pearls, pearl-shell, or any other valuables which might be to the profit of the owners. The necessary arrangements for this enterprise occupied several weeks, during which period my wife and myself formed several valuable and highly respectable acquaintances in the city. Among others were Mr. Cannell, an English merchant, and his amiable family, consisting of wife, children, and niece, the latter about twenty years of age. This gentleman sustained an irreproachable character as a merchant and a man, being senior partner in the house of Cannell & Gellis.

Mrs. Morrell was much caressed by Mrs. Cannell, the niece, and all the children, and it was finally arranged that she would remain with them at Manilla, during my absence at the Feejee Islands, and not encounter the privations and dangers of the voyage. It was not without reluctance that my wife consented to this arrangement; but being very much attached to Mrs. Cannell and her pleasant little family, she at length became reconciled to a temporary separation from me, and took up her residence in this abode of virtue, peace, and hospitality, where I knew that she would receive such protection and delicate attentions as her sex and state of health required. The Antarctic was not ready for sea until the 11th of April.

April 12th.—On Monday, the 12th, at 7, A. M., we got under way, and left the port of Manilla, with the wind from south-west, and fair weather; having thirty-three stout able-bodied men on board. On the following day, at 1, P. M., we passed the Corregidor; and at 6, the next morning, we were in the west entrance of the Strait of Manilla, or St. Barnardino.

April 18th.—We continued on our passage through this strait, with fair weather and light winds, until Sunday, the 18th of April; when, at 11, P. M., we passed the island of St. Barnardino, lying at the east entrance of the strait. We now stretched to the eastward, between the eighth and twelfth degrees of north latitude, for more than a fortnight, with variable winds and weather.

May 6th.—On Thursday, the 6th of May, at 6, A. M., we saw the island of Faralis, situated in lat. $8^{\circ} 57'$ north, long. $145^{\circ} 27'$ east.

This is a small uninhabited island, about three miles in circumference, and destitute of wood of any considerable growth. It is not much elevated, being not more than two hundred feet above the level of the sea. A coral reef runs off its south side, about two miles, on which the sea breaks. On the following day, at 11, P. M., we saw the island of Ifelue, in lat. $8^{\circ} 10'$ north, long. $146^{\circ} 57'$ east. This island is about the same size as Faralis, just mentioned, and similar to it in every respect.

May 8th.—We continued standing to the eastward, with light winds from north-north-east, attended with rain, thunder, and lightning, until Saturday, the 8th of May; when, at 6, A. M., we found ourselves on a very extensive reef of coral, stretching about twenty miles east and west, and fifteen miles north and south; with from two to fifteen fathoms of water upon it. There was no land in sight from any part of the reef, which is in lat. $7^{\circ} 35'$ north, long. $148^{\circ} 14'$ east. As this shoal has never been marked on any chart, nor discovered before, we shall give it the name of Skiddy's Shoal, in honour of Captain William Skiddy, of New-York.

May 10th.—On Monday, the 10th of May, we were close in with the islands of Los Matires, which we found to be in lat. $7^{\circ} 44'$ north, long. $149^{\circ} 54'$ east. These islands are three in number, all small and low, with dangerous reefs putting off from them in all directions. They are thinly populated, and appear to be very poorly wooded. The largest and most abundant are the cocoanut-trees, but the inhabitants are badly supplied with fruits. They have some small plantations of tarrer, and some other roots, which they use as a substitute for bread. The natives are much like those of Bergh's Group, both in personal appearance and manners; their canoes are also similar. As there are no refreshments nor any articles of trade to be had here, I would advise all merchant-ships to keep clear of this group, on account of the reef and dangers, and the strong current which sets between them, and also because the natives are very hostile and treacherous.

May 13th.—On Thursday, the 13th, we passed close in with the west side of Bergh's Group, and had a visit from our former acquaintances, who instantly knew the Antarctic, and appeared very glad to see us. They brought with them a plenty of bread-fruit and cocoanuts, and a number of their countrymen who had not ventured on board at our former visit. They all expressed much anxiety for the vessel to enter within the reef again, and come to anchor, so that all their countrymen might have an opportunity of witnessing the wonders reported to them by the more venturous few who had been on board. But the wind and weather being favourable, I could not now comply with their wishes; but made them all some presents in return for their hospitality, and then they reluctantly took their leave, while we continued on our course to the south and east. The more I saw of these apparently good-humoured, simple natives, the more strongly I became interested in their history, character, &c.

May 14th.—On the following day we discovered three small low islands, being each from three to five miles in circumference, and almost entirely covered with cocoanut and bread-fruit trees. They are

well inhabited with much the same kind of people as the western part of Bergh's Group; having also the same description of canoes, war implements, fishing utensils, and wearing apparel. The islands are all surrounded and connected by a coral reef. They furnish *biche-de-mer*, pearls, pearl and tortoise-shell, and many curious and beautiful shells, valuable for their rarity. These islands extend about ten miles east and west, and about five miles north and south; being situated in lat. $6^{\circ} 4'$ north, long. $153^{\circ} 21'$ east; and as we could not find them on any chart, or see them mentioned in any epitome of navigation, we concluded that they were new discoveries, and gave them the name of Skiddy's Group, in honour of that worthy and enterprising navigator.

May 15th.—We continued steering to the south and east, with the wind from east-north-east and east, attended with squalls of rain; and on Saturday morning, the 15th, at four, A. M., we were close in with Young William's Group, the centre of which lies in latitude $5^{\circ} 12'$ N., long. $153^{\circ} 27'$ E. This group is nearly circular, extending twenty miles east and west, and eighteen miles north and south; the whole surrounded by a coral reef, from one-fourth of a mile to a mile and a half wide. On the inner edge of this reef there is a chain of low islands, eleven in number, the principal of which are well inhabited. There are many small islands, or lumps, that stand on this reef, which are covered with cocoanut-trees, but are not inhabited.

All of the islands are well supplied with bread-fruit and cocoanut-trees, plantains, and bananas; they are also well supplied with wood and water. Two of the islands are about fifteen miles in circuit, and about one hundred feet above the level of the sea, in their most elevated parts. These islands are all of volcanic origin. The lagoon within the reef contains pearls, pearl-shell, and many other valuable shells of the pearl kind; while the reef contains *biche-de-mer*, and the hawk's-bill tortoise.

While I was examining the reef on the west side of the group, I was met by many of the natives in their canoes, who requested me to land on a small island about two miles farther south. It being in the early part of the day, the weather fine, and the vessel under the lee of the reef, in perfect smooth water, I signified a compliance with their wishes, and steered the boat to the point proposed, followed by the islanders in their canoes. On approaching the beach, I saw some of the inhabitants, who had been gazing at us from behind a clump of trees near the cabins, make a precipitate retreat into the woods. The natives in the canoes soon landed, at some distance from our boat; and while a part of their number remained on the beach, the rest proceeded to join the fugitives in the woods. These movements looked suspicious; but I was too well armed and prepared to fear the result of treachery, having a brace of pistols and a cutlass.

I left my men in the boat, with orders to keep her afloat, and as nearly abreast of me as possible. I then walked confidently up to the five natives remaining on the beach, who timidly advanced to meet me, and I soon perceived that they were unarmed. When we had approached to within about twelve yards of each other, they all made a full stop for several minutes. At length one of them, who appeared

to be the eldest of the group, stepped on one side to a small tree which grew near the beach, and broke off a small branch, which he held up to view. I immediately imitated his example, and reciprocated his proffer of amity, if for such it was intended. As I advanced to make the exchange, he at first drew timidly back; but after being joined by a female who had been watching our movements from a short distance, and who was probably his wife, the treaty of amity was duly ratified, and sealed by his making me a present of his tapper, or waist-cloth. His wife then gave me a little garland of wild flowers she had been braiding; and as if this had been a preconcerted signal, two lovely females, naked as they were born, darted from a neighbouring thicket, each with a similar token of affection, which they offered with the most bewitching grace conceivable. Heaven forgive me, if my wicked heart did violence to any one precept of the decalogue!

These girls were about sixteen or seventeen, with eyes like the gazelle's, teeth like ivory, and the most delicately formed features I have ever met with. In stature they were about five feet, with small hands, feet, and head, long black hair, and then those eyes, sparkling like jet beads swimming in liquid enamel! They had small plump cheeks, with a chin to match, and lips of just the proper thickness for affection's kiss. Their necks were small, and I believe that I could have spanned either of their naked waists with both my hands. Their limbs were beautifully proportioned, and so were their busts. Imagination must complete the bewitching portraits: I will only add the shade—their skin was a light copper colour.

I placed the wreaths they gave me on my own head, which appeared to please them very much, and to increase their confidence. I accompanied them and their friends to the village, where we were met by about one hundred natives, men, women, and children. Here I received several similar tokens from other females; and in return made them presents of a few beads and some small pieces of an iron-hoop, with which they seemed to be highly delighted. There were several elderly men and women among them, some of whom I should take to be ninety or a hundred years of age.

The men were all unarmed, and appeared to be very friendly. They are straight, active, muscular, and well-made, with an average height of about five feet nine inches. Most of them wear a tapper round their loins, which reaches about half-way to the knees, and is made from the bark of a tree. The married women wear the same modest covering, highly ornamented in front with feathers and shells; but the unmarried women expose all their charms, being, "when unadorned, adorned the most." They sport in the surf, as if the water was their natural element.

The cabins or cottages of these islanders consist of a roof made of bamboos, and thatched with cocoanut-leaves, placed upon four posts. Under this roof they have a platform, elevated about two feet from the ground; being a frame of bamboo, which is covered with mats. This constitutes a very clean and cool place for sleeping.

After remaining with these people about three-quarters of an hour, giving them the seeds of useful vegetables, and showing their use, the

young women invited me to accompany them to the other side of the island, where they said they would get me some turtle-shell and pearl-shell. Before I had advanced far in the forest, however, I saw about forty Indians at the distance of a quarter of a mile, armed with bows and arrows; and evincing a strong disposition to conceal themselves, by skulking behind trees and brushwood. I was now fully satisfied that all their pretended friendship was treachery, and immediately turned for the beach, telling the chief that I wished to go to my boat and get some beads and iron for him, and take the boat's crew with me on the other side of the island.

This proposition seemed to please them very much, and they all turned to accompany me. I kept the chief alongside of me, with my right hand on a pistol. As soon as we came within hail of the boat, I found that she was lying close in at the edge of the surf, where my men were waiting for me with straining eyes and anxious hearts. I ordered them to back as near the surf as possible, and the moment they saw me within a few feet of the water, to fire a musket over my head. My orders were promptly obeyed, and the terrified natives all fell to the earth. In the midst of their confusion, I dived through the surf, and was soon in the boat, while the oarsmen gave way with all their strength.

We had scarcely left the beach fifty yards behind us, before it was covered with about three hundred well armed warriors. I fired a musket over their heads, which frightened the most of them down upon their haunches; and before they could recover a warrior's proper position, we were out of bow-shot. What object they could have had in view in this evidently preconcerted act of perfidy I am at a loss to know, unless they thought that my death or captivity would lead to the taking of the Antarctic. I am sure that my motives were correct, and Heaven ever protects those who jeopard their safety for the benefit of their fellow-creatures. I had always evinced the most friendly disposition to this people, having supplied them with seeds of various kinds, and instructed them how to plant and cultivate them.

Having made a sufficient distance from the island, I changed the course of the boat, and steered towards the south, making a signal for the schooner to keep close in-shore, abreast of the boat, which could be done with safety, as the water was bold to the very edge of the reef, and the wind was off-shore, or from the north-east. We had not proceeded far, however, before we saw about one hundred canoes coming towards us from all the islands. We were now reduced to this alternative—either to enter into “the unprofitable contest of seeing which could do the other the most harm,” or show them the Antarctic's stern, and leave the islands thus partially examined. We adopted the most humane course.

May 16th.—On Sunday, the 16th, at six, P. M., (nautical time) we left Young William's Group, and steered to the east, a little southerly, with a light breeze from north-north-east, and fair weather; and on the following morning, at four, A. M., we were close in with the islands of Monteverdeson's. This group, which is situated in latitude $3^{\circ} 32'$ N., long. $155^{\circ} 58'$ E., was discovered in the Spanish frigate La Pala,

belonging to the Philippine Company, commanded by Don Juan Baptiste Monteverde, in her passage from Manilla to Lima, on the 18th of February, 1806.

This group is nearly circular, and contains about thirty islands, of different sizes, the largest being not more than ten miles in circumference. They are all surrounded by a coral reef, which has from three to seven feet of water on it, where the sea breaks very heavily all the year round. The islands all stand on the inner edge of the coral reef, with boat-passages between them, from one-fourth of a mile to two miles in width; thus following the circle of the reef all round, leaving in the centre a large lagoon about seven leagues in length, from north-east to south-west, and about five leagues from north-west to south-east.

The bottom of this lagoon is literally covered with the pearl oyster, in a depth of water from three to twenty fathoms; and the surrounding reef abounds with *biche-de-mer* of a very superior quality. The hawk's-bill turtle also visits the shores of the islands at certain seasons of the year, for the purpose of laying their eggs and raising their young. Upon all these articles the natives set little or no value.

These islands are all very low, the most elevated points of them not rising more than one hundred feet above the level of the sea. The surface of each is literally covered with cocoanut-trees, bread-fruit trees, and palm-trees; besides many other kinds of wood that is highly useful to the islanders in the construction of their canoes, houses, and war implements.

The natives are tall, well made, robust, and active. Their average stature, I mean that of the men, is six feet two inches, and few of them weigh less than two hundred and fifty pounds. They are of an olive colour, with rather flattish noses, black curled hair, of six or eight inches in length, high cheek-bones, small black eyes, very quick and penetrating, high prominent foreheads, a beautiful white and regular set of teeth. Their hands and feet are small, in proportion to the size of the body and limbs. Their bodies are very round and straight, with full chests, and square broad shoulders. In short, they are as fine models for the sculptor or painter as I have ever met with.

The females are about five feet three inches in height, with slender bodies, round and plump as an apple. Their countenance is pleasing and interesting, and their sparkling black eyes irresistibly fascinating. They are, in short, in every respect equal, and in some superior, to the females of Young William's Group.

The dress of both sexes, after marriage, is alike; consisting of a simple tapper around the loins, descending half-way to the knees; that of the female being ornamented like those of Young William's Group. The unmarried go entirely naked, showing their finely-modelled limbs to the best advantage. Both sexes take to the water at a very early age, and soon become almost as much habituated to it as the amphibia of the Gallipagos Islands. Their canoes and war implements are similar to those of the other group, only much larger.

When these people first came alongside the Antarctic, they gave the crew cocoanuts and bread-fruit, without asking any thing in return; but it was some time before any of them could be prevailed upon to

come on board. The crew in return distributed among them old knives, beads, iron hoops, and many other little articles. This liberality excited such sensations in the natives as induced them to strip their canoes of their fishing-lines, hooks, nets, cocoanuts, &c., which they offered as objects of barter; they also gave their large hats, made of palm-leaves, as well as the tappers from their loins. Both sexes stripped off the only article which covered their nakedness, and freely gave it for a few glass beads.

Even yet they appeared not to be contented with the sacrifices they had made, but gave me to understand that they would return to the island, and collect pearl-shell, tortoise-shell, and *biche-de-mer*, if we would run the schooner close in with the lee-side of the island. To this proposition I readily signified my assent, and they with child-like alacrity paddled swiftly to the shore.

By the time that they had landed, the Antarctic was within about a mile of the beach, on which were lying fifty canoes of the largest size, being about thirty-five feet in length, and very buoyant. We continued to watch their movements with our glasses, and soon had cause for some startling suspicions. Instead of loading their canoes with the valuable articles they promised, we saw about five hundred men bearing to them back-loads of spears and war-clubs. In addition to this, they had all daubed their faces with red paint, a certain indication of hostile intentions among the islanders of these seas.

In a few moments these warlike preparations were completed, and the canoes afloat and manned with fifteen to twenty men each, coming rapidly towards the vessel, propelled by paddles at the rate of eight miles an hour. This formidable flotilla advanced in two divisions, apparently with the intention of boarding us on both sides. Having a fine breeze from north-north-east, we lay-to, until they had approached within one-third of a mile of the vessel; we then filled away, with the wind abaft of the beam; and in a few minutes more the Antarctic took up her feet, and slid over the briny ocean, with her stern to these treacherous savages, at the rate of ten miles an hour.

This was the only step we could have taken to avoid slaughtering these ignorant, misguided people; who were not yet willing to relinquish their rash adventure, but continued to follow the vessel for more than four miles, when they gave up the chase, and turned towards the islands. No doubt this system of treachery, which prevails, or did once prevail, on every inhabited island in the Pacific Ocean, is a part of their education. They sin without the law, and should be judged without the law. Knowing, as I do, that there are many calling themselves Christians, who could not "cast the first stone" at these untutored children of nature, I could not find it in my heart to throw cold iron and lead among them. If they enjoyed the blessing of missionary teachers, but few years would elapse before the natives of all these groups of islands would become as exemplary for honesty, fidelity, and hospitality as those of the Sandwich, Friendly, and Society Islands. Let our missionary societies look to this: here is a wide field open for their pious and philanthropic labours; a field which

is ripe for the harvest, and which would make returns of a thousand-fold, both in a moral and commercial point of view.

From Monteverdeson's Group we steered to the south-east, with a fine breeze and cloudy weather. During the night we had the wind from all points of the compass, accompanied with thunder and lightning, squalls of wind, and heavy falls of rain. At the same time we noticed, in the wake of the vessel, besides the usual phosphorescent appearance of the sea, some very brilliant coruscations, evidently proceeding from myriads of mollusca,* many of which we caught and examined, and found them to be different from any that we had ever seen. The only indication of life which they manifested was a slight degree of swelling when molested; they were generally about an inch in thickness, and from three to five inches in length, enclosed in a kind of covering or outer skin, of a yellowish colour, and almost transparent.

May 21st.—On the morning of Friday, the 21st of May, at four, A. M., we crossed the equator, in long. $160^{\circ} 11'$ E. On discovering, by astronomical observations and by chronometer, that for the last two days we had not made the easting which the log gave us by eighty-four miles, and it being quite calm, we lowered the waist-boat, and tried the current, which we found setting west-by-north, at the rate of two and a quarter miles an hour.

On the following day, Saturday, the 22d, being in lat. $2^{\circ} 4'$ S., long. $158^{\circ} 27'$ E., we found the current setting west-half-north, two and a half miles an hour. We this day took the wind from east-south-east. On Sunday, the 23d, we found the current setting to the west-by-north half-north, three miles and a quarter an hour. On Monday, the 24th, we obtained several sights for the chronometer during the afternoon, which told us the strength of the current had increased to nearly four miles an hour.

May 24th.—To satisfy ourselves of the accuracy of the chronometer, at sunset we lowered one of the waist-boats to try the current, which we found setting nearly west-by-north, more than three miles and three-quarters an hour. We now had a seven-knot breeze from east-south-east; and finding it to be impossible to pass to the eastward of Solomon's archipelago, on account of the strength of the currents, I determined on passing through Bougainville's Strait, after examining the Ontong Java Group. But on finding ourselves exactly in the situation assigned to these islands, at nine, P. M., we bore up, and ran to the west, with a fine breeze from east-south-east, and fair weather.

At half-past eleven, the man on the top-gallant yard saw land and breakers at the same time. We immediately hauled on a wind to the south, and at three, A. M., we tacked, and stood in for the land which had been announced. At six, A. M., we were close in with a group of small low islands that appeared to be entirely surrounded by a coral reef, with the exception of two narrow openings, neither of which was

* *Mollusca.*—An order of animals under the class *vermes*, in the Linnæan system, comprehending naked simple animals, not included in a shell, but furnished with limbs, as the slug, star-fish, cuttle-fish, sea-urchin, &c.—*Family Encyclopædia.*

more than a hundred yards in width, nor had a greater depth of water than three fathoms.

We ran close in with the easternmost of these openings or passages, on the south side of the group, and at eight, A. M., sent in the boats, well armed, to examine the reef. At ten, A. M., the boats returned, with the encouraging information that the reef was literally covered with *biche-de-mer*, of the first and second quality, several specimens of which they brought on board with them. The passage which led to the lagoon within the reef was immediately sounded, and found to be safe and easy. I therefore determined to enter the lagoon, bring the Antarctic to anchor, and, if possible, procure a cargo at this place.

This resolution we immediately proceeded to carry into effect; and at half-past eleven, A. M., were within the reef, and steering for the windward side of the lagoon, which we reached on Tuesday, the 25th, and at three, P. M., came to anchor within one mile of a small island on the north-east side of the group, in fifteen fathoms of water, over a coral bottom. Here we were completely sheltered from all points of the compass, in perfectly smooth water, it being impossible for any swell to enter the lagoon within the reef from the seaboard. This anchorage is in lat. $4^{\circ} 50' 30''$ S., long. $156^{\circ} 10' 30''$ E.

May 25th.—As soon as the Antarctic was moored and the sails furled, the natives, nearly as dark-skinned as Africans, and almost totally naked, began to assemble round her, at a respectful distance, in their light canoes, evincing the usual symptoms of curiosity, wonder, and timidity. They came within about a hundred yards of the vessel, and then lay on their oars, or rather paddles, as if afraid to approach any nearer. On observing this I displayed a white flag, as a token of amity on our part, and held up to their view several strings of beads, and other articles which glittered in the sun. This finally induced them to venture alongside, when they appeared to be struck with astonishment and awe, on surveying the vessel's hull, spars, rigging, &c. But nothing, for some time, would induce them to ascend her side.

I soon distinguished one among their number, whom I set down as a chief or ruler; and whom, for the want of a more appropriate name, I shall call Nero. He was most splendidly, or rather fantastically, ornamented with rows of shells and wreaths of flowers, about his ebony head, neck, and waist; while his arms and legs were adorned with rings or bracelets of the richest tortoise-shell. After a long time, I succeeded in persuading him, with a few of his followers, to venture on board; but not without considerable doubt and hesitancy on their part. But who can accurately depict their astonishment when they first stepped upon deck! They seemed to be struck dumb and stupid with amazement; nor would they advance a step from the gangway, until I took Nero by the arm, and with due demonstrations of courtesy led him aft.

A little reassured by the friendliness of my deportment, and the cordiality of his reception, he began, by degrees, to recover from his astonishment, and to become curiously inquisitive. He examined, in rapid succession, the masts, rigging, sails, deck, hatches, pump, binnacle, cables, anchors, whale-boats, and every thing that met his eye;

flying from one object to another, feeling them with both hands, inquiring the use of every thing, but never waiting for an answer, immediately laying hold of something else. He at last jumped about the deck like a madman, alternately laughing and uttering exclamations of astonishment. When any thing struck him in a peculiar manner, he would instantly cry out "*Rett—stiller !*" signifying *fine !* His sable attendants also took great interest in the objects around them ; but did not presume to give their feelings utterance in the presence of their chief, who ultimately proved to be the grand chief, or emperor of the whole group.

I invited Nero to descend with me into the cabin ; but he declined, until three of his people should have first tried the hazardous experiment, and gave his orders accordingly, which they obeyed with evident reluctance, descending the stairs after me with the greatest caution and timidity. Their feet had scarcely touched the floor, however, when their fears gave place to surprise and admiration, at the great number of shining muskets, bright brass-barrelled pistols, and glittering cutlasses, which decorated almost every part of the cabin. They covered their dazzled eyes with their hands, and exclaimed *Rett—Stiller !* which was instantly echoed by their companions on deck. I then showed them a mirror, which at first struck them with terror ; so that for some minutes they seemed bewildered with astonishment, gazing alternately at each other, and at the image in the glass : but as soon as they recognised their own ebony features, they embraced each other, made the most ridiculous grimaces, laughed immoderately, and shouted with joy.

Nero, on hearing this, could no longer resist his own desire and their solicitations for him to descend, and with one leap he was in the cabin ; on looking around which, his exclamations of surprise and pleasure surpassed all bounds. Indeed, they all looked and acted like wild, frantic children, although more than one of them bore evident marks of old age.

On our returning to the deck, we found several more canoes alongside, with natives equally dark and naked, from the other islands, who appeared incredulous to the marvellous stories which their friends on board were telling them ; but they were soon convinced, by ocular demonstration, that "the half was not told" them. They were then shown the cook's house, and offered some bread and meat, but declined tasting it, with an expression of some feeling analogous to loathing.

The guns next excited the attention of the sable chief, who expressed great solicitude to know their nature and use ; but it was neither convenient nor politic at that time to gratify his curiosity on this subject. I took a little powder, however, and flashed it before them on the deck, which so terrified them that they fell flat on their faces. On finding themselves unhurt, they soon recovered their feet and their composure, and intimated that I must possess the power of making thunder and lightning, which sometimes terrified them in the clouds.

When their curiosity had at length become somewhat gratified, and

the ardour of excitement had subsided, I distributed a few presents to Nero and his principal attendants, for which they expressed no little gratitude. Nero scorned to be outdone in acts of civility, and therefore sent off the canoes immediately ashore, which soon returned, loaded with cocoanuts and other fruits, which he begged me to accept. I then, at his request, accompanied him on shore, in his own canoe, while Mr. Wallace followed me in the Antarctic's boat, well manned and armed.

On reaching the island, Nero conducted us to his house, as we then understood it to be, which was only distinguished from the others by its superior size and capacity. Here we partook of refreshments, consisting of various sorts of fruits and fish, which we found very palatable. We were seated on mats, with which the floor was covered, while the rest of the chiefs, with some very pretty women, almost entirely naked, with infants in their arms, formed a circle around us; but the centre point of attraction was evidently myself, they, no doubt, considering me as the chief of some mighty tribe of a distant island.

Having finished our repast, I presented the queen with a pair of scissors, a small knife, and a few beads, which her majesty most graciously deigned to accept, and appeared to be in an ecstasy of delight, especially with the scissors, of which I quickly taught her the use. The knife and the scissors excited universal admiration, which was quite natural in a group of beings who had never before seen a piece of iron or steel, and whose best tools were made of a shell or a piece of stone.

The sensation which these treasures produced having somewhat subsided, their curiosity was again directed to my goodly person. No one, however, with the exception of King Nero himself, ventured to touch me; and he performed the feat with as much tremulous caution as the novice evinces when for the first time he applies a lighted match to the priming of a cannon. Having satisfied himself that I was constructed of bones and flesh, like his own race, and that the white paint could not be rubbed off my ebony skin, he turned to his chiefs and counsellors in great astonishment, and harangued them at some length, on so wonderful a phenomenon. The whole company listened to him with less reverence than amazement—remaining motionless as statues, with straining eyes and gaping mouths.

His majesty then desired me to open my vest and shirt-bosom, that he might try the same test on the colour of my body; but the result only increased his astonishment. Every one of the men, by turns, now approached, and satisfied themselves that my skin was neither a white well-fitted garment, nor its colour the effect of artificial means. But not one of the females would venture to touch my bosom, and I was inclined to attribute this shyness more to modesty and feminine delicacy, than to personal fear.

When their curiosity had been sufficiently satisfied in this particular, I was presented by the females with several neat rows of shells, which they took off their necks, arms, and legs, and put them on my own. This act of courtesy was immediately copied by the chiefs, who

took off and presented their feather bonnets or chaplets, which were very ingeniously put together, and tastefully ornamented with red coral. From some of the young girls I received several neatly-worked mats, which they gave me to understand were intended for me to sleep on.

By this time our party had increased to about four hundred natives; when suddenly, to my great surprise, a song was struck up, in which they all joined their voices; old and young—men, women, and children. From the manner and gestures of the vocalists, this was evidently addressed to me, and intended as an expression of gratitude for the presents they had received. Taking this for granted, I endeavoured by appropriate signs, gestures, bows, and smiles, to return my thanks for the compliment. Politeness is a universal language, and is instantly comprehended and appreciated by every class of people, from the courtly Frenchman to the poor despised Hottentot.

At the close of this concert I gave Nero to understand that I wished to take a view of the island, and requested the honour of his company, to which he cheerfully assented, taking with him several of his principal courtiers, of both sexes. Six men, by their chief's direction, walked on before us as guides and pioneers. I was unarmed, aware that the best security for my personal safety was the implicit confidence I placed in my conductors, who certainly appeared to be the most harmless, innocent, and inoffensive race of mortals I had ever met with. As we proceeded through the forest, they tried every artifice to amuse me, playing, and jumping, and running, and capering about, like so many "children, just let loose from school."

Every thing that came under my observation, during this excursion, wore the appearance of youth and freshness, as if the whole island was a modern creation. All the trees were quite young, and most of the fruit trees had been recently planted. In passing through the woods I saw some plants bearing a profusion of beautiful red blossoms, which Nero informed me were cultivated expressly for personal ornaments. Near the centre of the island, my attention was arrested by small heaps of coral, piled up in regular rows, with only footpaths between them, and enclosed with a kind of fence, formed by pickets or stakes driven into the earth. This, Nero informed me, was their royal burying-ground, and the piles of coral were the tombs. None but chiefs and warriors of distinction were buried here, or permitted to pass within the fence. The bodies of the common people were thrown into the sea. A coral tomb—the maw of sharks!

"While I was meditating on the distinctions of worldly rank, which extend thus down to the very dust,"* we reached the south-west point of the island, where I selected a beautiful spot for my intended purpose; which was to erect a suitable building for curing *biche-de-mer*; for unless this valuable production of the ocean be timely and properly *cured*, it is good for nothing. I selected this spot as being convenient to our anchorage, and at the same time surrounded by the necessary fuel, of an excellent quality. I had contemplated this point from the Antarctic's deck, and my principal object in going on shore was to in-

* Washington Irving.

spect it more closely, and to claim permission from the chief and his counsellors to prosecute my design.

As soon as Nero was able to comprehend my intentions and wishes, he not only readily granted my request, but even promised the assistance of his people; and it was agreed that the work should be commenced on the following morning. This arrangement being completed, and mutually understood, we returned to the village by a nearer route than the former; and at about 7, P. M., I parted from my supposed friends, who had accompanied me to the boat, where my return was anxiously waited for. Before we shoved off, however, Nero sent us some more cocoanuts, plantains, bananas, rutt-steller, and several fine fish of a very good size. We now took our leave, shoved off, and were soon on board the Antarctic.

Here I found Mr. Johnson, the first officer,—Mr. Hunt having left us at Manilla, and returned to America, on account of his health,—who had just returned from examining the north part of the reef, which he found covered with the *biche-de-mer*, of a very large size, and in shallow water. He also brought with him several pearl-oysters; but on opening them we found but a few very small pearls, of but little or no value.

We now turned-to and got the boarding-nettings up, set quarter-watches, and retired to rest; congratulating ourselves and each other on the valuable discovery of these islands with their inexhaustible rich productions, and the friendly disposition of the natives, of whose personal appearance I shall now attempt to give a brief description.

The men, in height, are generally about six feet, and well proportioned, with straight bodies and full chests; being strong, muscular, stout, and somewhat portly, but extremely active. Their limbs are well moulded; and, like most islanders of the Pacific, their hands and feet are small in proportion to other parts of the body. Their heads are handsomely shaped, very different from an African's. The skin of both sexes is very soft and delicate to the touch, and not quite so dark in complexion as that of the Madagascar natives. Their hair is moderately crisped, but soft and silky, and much longer than that of an African. Their eyes are large, black, lively, and brilliant, beaming beneath a prominent forehead, which is naturally smooth and well proportioned. Their nose is finely shaped; and so are the lips, being moderately thick, and just parted enough to display two rows of ivory—sound, even, and beautifully set, in what might easily be mistaken for red coral from their own reef. The expression of their countenance, however, when not softened by pleasure, or distorted by mirth, is extremely savage and ferocious, combined with an indication of firmness and resolution. They are extravagantly tattooed about the limbs, chest, shoulders, and face; often in a most frightful manner, which increases the expression of ferocity to hideousness.

The women are nearly as large as the men, have the same dark complexion, and are equally well formed; with straight backs, exuberant chests, slender waists, and narrow hips. Their limbs are beautifully proportioned, and the formation of the head is very much like that of our fourth-blooded mulattoes. They have large black eyes, small round faces, slender necks, and exquisite teeth, of the purest whiteness.

With respect to dress but little can be said. Some of them wear tappers, made of the inner bark of the cocoanut-tree, which is tied round their loins like an apron, and reaches about half-way down to the knees. But the most of them, of both sexes, go entirely naked, if we except their ornaments, which consist of gaudy feathers, shells, bones, teeth of fish, &c., with which they ornament their heads, ears, noses, necks, arms, wrists, loins, thighs, legs, and ankles. The chiefs are distinguished by chaplets of red feathers, which encircle their brows, and wave gracefully in the breeze. This headdress, when inverted, and applied to the loins, becomes a very tasteful tapper, or covering for those parts which nature has shown a desire to conceal, ever since the first tapper of fig-leaves was sewed in the Garden of Eden.

During my visit on shore, I saw enough of their war implements to convince me that they would be, in case of hostilities, very formidable enemies. These consist of bows, arrows, spears, war-clubs, and battle-axes. The bows are about eight feet in length, being made of the outer part of the cocoanut-tree; they are light, strong, and very elastic. The inner bark of the same tree furnishes the bowstrings. The arrows are made of a small reed that grows in abundance on one of the islands; it being very straight, and about the thickness of a lady's ring-finger. These fatal shafts are about five feet in length, and pointed with hard wood.

Their spears are made of the same material as their bows, and are about sixteen feet in length, handsomely tapered off to a point at each end, elegantly carved in the centre, and finished and polished with so much care and taste, that they have the appearance of black ebony. Their war-clubs are also made of the same material; and are four feet in length, with a flat blade at one end, five inches wide, and sharp edges. The other end, which is the handle, is nearly round, and just large enough to fit the hand. The extremity of this end is a round ball or knob, corresponding to the pommel of a sword, on which are carved the head, face, and features of a ferocious negro. Their battle-axes are about eighteen inches long, with one end just large enough to grasp conveniently in the hand; while on the other end they have a carved head, the size of a cocoanut-shell, representing the ferocious aspect of a tattooed warrior, painted for the battle.

The canoes of these islanders are constructed of a solid log, about twenty feet in length, two feet wide, and about two feet in depth. They are made of a very light buoyant wood, something like the cabbage-tree. Their paddles are four feet long, and six inches wide at the blade; being made of the same kind of wood as the battle-axes, which resembles our live oak.

Such is a brief description of the people (and their means of annoying intruders) among which we had now fallen, and with whose chief I had entered into a sort of treaty of amity in commerce, with the utmost good faith on my part. How well this implied contract was fulfilled on the part of his sable majesty yet remains to be seen.

In concluding this chapter, it may not be improper to give the reader a clearer idea of an article of commerce which is destined to make a considerable figure in this narrative, and which has already been fre-

quently mentioned—I mean *biche-de-mer*. The learned and scientific Doctor Pascalis, after I returned from this my fourth voyage, wrote an article for the public papers, in which he describes it in the following words:—

“It is that *mollusca* from the Indian Seas which is known in commerce by the French name *bouche de mer* (a nice morsel from the sea). If I am not much mistaken, the celebrated Cuvier calls it *gasteropeda pulmonifera*. It is abundantly gathered in the coasts of the Pacific Islands, and gathered especially for the Chinese market, where it commands a great price, perhaps as much as their much-talked-of ‘edible birds’ nests,’ which are probably made up of the gelatinous matter picked up by a species of swallow from the body of these molluscæ. They have no shell, no legs, nor any prominent part, except an *absorbing* and an *excretory*, opposite organs: but by their elastic rings, like caterpillars or worms, they creep in shallow waters; in which, when low, they can be seen by a kind of swallow, the sharp bill of which, inserted in the soft animal, draws a gummy and filamentous substance, which, by drying, can be wrought into the solid walls of their nest. Hence the name of *gasteropeda pulmonifera*.”

This mollusca is oblong, and of different sizes, from three to eighteen inches in length; and I have seen a few that were not less than two feet long. They are nearly round, a little flatish on one side, which lies next the ground, or bottom of the sea; and they are from one inch to eight inches thick. They crawl up into shallow water at particular seasons of the year, probably for the purpose of gendering, as we often find them in pairs. It is when the sun has the most power upon the water, rendering it tepid, that they approach the shore; and often into places so shallow, that on the tide’s receding they are left dry on the coral reef, exposed to the heat of the sun. But they do not bring forth their young in shallow water, as we never see any of their progeny; and the full-grown ones are always seen coming in from deep water. They feed principally on that class of zoophytes which produce the coral.

The *biche-de-mer* is generally taken in three or four feet water; after which they are taken to the shore, where they are split at one end with a knife, the incision being one inch or more, according to the size of the mollusca. Through this opening the entrails are forced out by pressure, and they are much like those of any other small tenant of the deep. The article is then washed, and afterward boiled to a certain degree, which must not be too much nor too little. They are then buried in the ground for four hours; then boiled again for a short time, after which they are dried, either by the fire or the sun. Those cured by the sun are worth the most; but where one *picul* ($133\frac{1}{3}$ lb.) can be cured that way, I can cure thirty *picul* by the fire. When once properly cured, they can be kept, in a dry place, for two or three years, without any risk; but they should be examined once in every few months, say four times a year, to see if any dampness is likely to affect them. A *picul*, according to the Chinese weight, is $133\frac{1}{3}$ lb. avoirdupois.

The Chinese, as before stated, consider *biche-de-mer* a very great

luxury; believing that it wonderfully strengthens and nourishes the system, and renews the exhausted vigour of the immoderate voluptuary. The first quality commands a high price in Canton, being worth ninety dollars a picul; the second quality, seventy-five dollars; the third, fifty dollars; the fourth, thirty dollars; the fifth, twenty dollars; the sixth, twelve dollars; the seventh, eight dollars; and the eighth quality only four dollars per picul. Small cargoes, however, will often bring more in Manilla, Singapore, and Batavia.

As there is an evident affinity between the two articles, this may not be an improper place to say something of the "*edible birds' nests*," already mentioned more than once in the course of this narrative. The birds which construct these nests are a species of swallow, resembling, in many respects, the bank or cliff-swallows of our own sea-coast, which build their nests in the yellow loamy precipices that surround all the New-England bays. The edible-nest builder is small, between three and four inches long, having a white breast, and a white spot on each tail-feather. This bird collects a white glutinous substance from the sun-fish, *biche-de-mer*, &c., which are left by the receding tides on some parts of the coral-reefs, at the last of the ebb; and of this they form their nests, in the clefts and crevices of rocks, in the most inaccessible places which they can find. So that the natives of these islands of the Pacific Ocean, who make it a business to hunt for these nests for the Chinese market, are sometimes obliged to dive into the water, in order to enter the submarine mouths of caverns where this sagacious bird has chosen her residence.

These nests are attached close to the rock, which serves for one side; or, when built in an angle, two sides of the curious fabric. When finished, and sufficiently hardened in the sun, the cunning little architect moves into her habitation, and prepares for the production of a family. She generally lays three or four eggs, which are about the size of a robin's egg, but the shell is perfectly white. The nest, when taken from the rock, has the capacity of a quarter of an orange-peel, taken from fruit of the largest size. It is generally white, like isinglass; and when collected by the natives of the Sooloo, Celebes, New-Guinea, or the islands in the vicinity, they are packed, like tea-cups, one within the other, in bunches of two or three pounds each. A single nest weighs about two or three ounces. I have often eaten of the soups which are made of these nests, and have found them possessing a very agreeable aromatic flavour.

CHAPTER VI.

Massacre Islands—Commence building a House—A Garden planted—Friendship of Henneen, the Island Chief—Friendly Disposition of the Natives—Precautions against Surprise—Symptoms of Perfidy, Duplicity, and Dissimulation—Drawn into an Ambuscade—Disarm a Host—Amity and Confidence restored—Specious but hollow Professions of Good-will—The Alarm—The Massacre—The Battle—The Rescue—Cannibalism—Deplorable Situation of the Survivors—Sail from the Islands—Arrive at Manilla.

EARLY in the morning of Wednesday, the 26th of May, we landed twenty-five men on the point I had selected the previous evening, as mentioned in the last chapter. Each man having an axe, well sharpened for the purpose, they immediately commenced cutting down trees, and clearing away the ground directly abreast of the Antarctic, and close to the edge of the beach. With such ardour and alacrity did they pursue their labours, that by six o'clock, P. M., the ground was not only prepared for the site of a building one hundred and fifty feet in length, fifty feet in width, and forty feet high, but a considerable part of the frame of the projected edifice was actually got out in the same time. This day's work appeared to delight the natives very much; but the rapidity with which the trees were felled by the crew electrified them with astonishment.

In the afternoon I selected some seeds of different kinds, such as I thought would prove congenial to the climate and soil of these islands, and went on shore for the purpose of planting them. Attended by one of the crew, I carefully examined the ground in several places near the centre of the island, and finally made choice of a beautiful spot which seemed admirably fitted for a garden. Here we went to work with our spades, and soon turned up a sufficient extent of rich mellow soil for our purpose, hundreds of the natives all the while looking on with intense curiosity and amazement. I could not, for some time, make them fully comprehend the nature and purpose of our operations; which they continued to contemplate in doubtful surprise, until they saw me put the seeds into the ground, when the truth seemed to flash at once upon their minds.

A tall, slender, well-built man now stepped up to me and gave me his hand, with an expression of approbation and gratitude; giving me to understand that he now comprehended the object of my hitherto mysterious proceedings, and that he approved of it very highly. The countenance of this man was expressive of deep penetration and great decision of character. His name was *Henneen*; and he was, as I subsequently discovered, the chief of this island: King Nero, the monarch of the whole group, merely being here on a visit from the largest island in his dominions, lying about seven miles to the south, on which he resided.

Encouraged by the approbation of Henneen and his people, I now went on, and planted potatoes, yams, pumpkins, oranges, apples, pears, peaches, plums, onions, cabbages, beets, carrots, parsnips, artichokes, beans, pease, watermelons, and muskmelons. While we were planting the seeds of these vegetables and fruits, I told Henneen that there must be a fence around them, to prevent their being trampled upon and destroyed. He immediately set his men to work, and before night the little garden was all planted and fenced. I then told Nero and Henneen that in the course of a few moons they might expect to find a variety of edible productions in this young plantation; and in two or three years a number of trees bearing wholesome and delicious fruits. Henneen explained this to the natives, and was answered by a loud and general shout of approbation and joy.

This was followed by a speech from King Nero, in which his majesty assured his chiefs and subjects that I was taking all this trouble and pains for their general good, from generous and disinterested motives. At the conclusion of this address the whole welkin rang with their joyous shouts. When this clamour had subsided, I made Nero and Henneen understand that this garden was intended for them; and that in due time it would furnish seeds enough for all his people, on every island. By this mark of respect from me they appeared to feel themselves highly honoured, and promised to see that the garden was cultured with great care.

These arrangements and operations being completed, we proceeded in a body towards the village, taking a route round the south end of the island, where I could not help pausing a while to contemplate the ceaseless but unavailing warfare which ocean wages against the coral bulwarks that protect these lovely islands. I gazed upon the foaming breakers with mingled sensations of astonishment and awe, and silently adored that Being who gave to the smallest insects the power to perform such wonderful miracles! It is true that the mighty ocean may tear away mountains from their foundations of adamant; it may engulf cities in irretrievable ruin; dash fleets of shipping to atoms, and destroy all the feeble operations of man, the proud self-styled lord of the creation; and yet here it exerts its force in vain against the works of tiny animals, scarcely perceptible to the naked eye. Neptune sees his domains thus continually intruded upon in a thousand, nay a million different directions, and storms, and frets, and fumes, and wages eternal war against the intruders. But how impotent his wrath! The little labourers still go on, unmindful of his frothy rage—new mountains of coral still rise from the oozy abyss, and imagination may gaze into futurity, until it sees the vast Pacific converted into a continent, resting, as it were, on a base of coral.

At sundown we returned to the vessel, with all our labourers of the point; and after partaking of a hearty supper, with that best of all sauces, a good appetite, we set our watches, and all turned-in upon deck, beneath the awning, which extended the whole length of the vessel. The nights here are very beautiful, and more favourable to health than those of any other country that I have ever visited, on account of there being no dews falling here. The cause of this total

absence of nocturnal humidity I cannot pretend to assign. We could here sleep quietly, without any apprehensions of colds, agues, or rheumatisms, being gently fanned and refreshed by the passing breath of the south-east trade-winds; which, not being interrupted by any high land or island, blew serenely and steadily upon us.

The usual precautions against surprise were carefully adopted. The sentinels were placed as on the preceding night; there being one man on each bow, one in each waist, and one on each quarter, with loaded muskets by them, and the boarding-pikes were always at hand in the racks. The arm-chest was amply supplied with loaded muskets, pistols, and cutlasses; and every man was provided with a cartridge-box, containing twenty-four rounds of cartridges. The battle-lanterns were always at hand; the large guns and swivels were kept loaded with grape and canister-shot, and the matches ready lighted, day and night.

Although we often trusted our *lives* in the hands of the natives, we were always careful to leave nothing undone or unattended to which could contribute, in the smallest degree, to the safety of the vessel. The cross-trees were screened in such a manner as to be completely arrow-proof; so that should the natives ever obtain command of the deck, one man in each top would soon clear it with the swivel, which was always stationed there, loaded with canisters of musket-balls and buck-shot, with lighted matches in the covered match-tubs, and protected from the rain. There was also an arm-chest in each top, with two blunderbusses in each, which were always loaded with No. 1 buck-shot. The top-chests were well supplied with ammunition, there being sufficient for five hundred rounds, completely sheltered from the weather. Thus, we felt perfectly at ease with respect to the safety of the vessel; to which every man had become so much attached, that he would readily sacrifice his life in defence of "the saucy Antarctic," as they fondly called her.

May 27th.—On the following day, Thursday, the 27th, we took an early breakfast, and at five, A. M., landed twenty-eight men, with the armorer and his forge. The crew immediately addressed themselves to their several duties, while the armorer proceeded to set up his forge, which was soon ready for use.

In the mean time I committed the command of the vessel to Mr. Wallace, the trading officer, and accompanied Henneen, with a few of his party, to a small uninhabited island, about a quarter of a mile from that on which we were building our house. This little island, which is not more than half a mile in circuit, is thickly covered with heavy timber and fruit trees, among which I planted in various places potatoes, yams, beans, pease, apples, pears, and peaches; each kind in the soil which I considered most congenial to its nature and conducive to its growth.

At about ten o'clock, A. M., I returned to the island on which my men were employed, and found every one in good spirits, and hard at work; assisted by about one hundred natives, who were mostly busy in making thatch of cocoanut leaves, to cover the roof of the building after it should be raised. The forge now being ready for operation,

the novelty of the scene attracted the attention of all the natives, who gazed with amazement on every part of the apparatus. But when the bellows began to play, and the coals to burn, and the sparks of fire to fly from the heated iron, the men and women, as one body, fled in terror from the spot. Henneen was the first man whom we could persuade to return. We soon convinced him of the unreasonableness of his fears; and to prove to him the advantages of the forge, the armorer made him a small harpoon, in about five minutes. His joy at this present was excessive; and another, a little larger, was immediately made for the king, while the other chiefs were presented with some fish-hooks. In short, their friendship seemed to increase towards us in the same proportion as successive novelties arrested their attention.

The natives had now once more collected around the forge, having dismissed their groundless apprehensions of danger. Among them was an elderly man, belonging to one of the other islands, who laid hold of a piece of flat iron bar, about eighteen inches long, and made off with it without any ceremony. Nero immediately sent men after the delinquent, from whom they took the pilfered article by force. Nothing daunted, however, the old man returned to the forge, and commenced raving against those who pursued him; and on seeing a favourable opportunity, stole another piece, of about the same size and shape. Four of his companions, also, who had accompanied him back, seized on some of the armorer's tools, with which they made off. The things were soon missed, however, and the thieves were pursued by the islanders, at the instance of Henneen, and shortly overtaken. Their party, by this time, had become quite strong, and a serious conflict ensued, in which several of both parties were severely wounded.

On seeing this, I thought it my duty to interfere, and endeavour to settle the difficulty, and restore peace between the two parties of natives, before their blood should become so much chafed as to render such a result impossible. The armorer left his forge at the same moment to witness the contest; and though absent but a very few minutes, he found it on his return stripped of almost every thing portable. All the iron and nearly all the tools had been stolen, and he knew not by whom. He immediately came and acquainted me with the theft, just as I had succeeded, with extreme difficulty, and some hazard, in restoring peace and order among the contending natives.

Under these circumstances, I immediately applied to Nero and Henneen, made them acquainted with the villanous transaction, and desired that the stolen articles should be instantly restored. To this Nero readily assented; at the same time flying into a violent rage with his subjects, for the manner in which they had treated me. The greater part of the stolen articles were soon recovered; and Nero pointed to two canoes which were under sail at some distance, bound to one of the leeward islands, which he said contained the remainder of them, and that they should be sent back on the following day. He accordingly despatched another canoe in chase of the culprits, and finally succeeded in restoring the remainder of the things according to promise.

It being now about twelve o'clock, I invited Nero, Henneen, and the rest of the principal chiefs to accompany me on board, and take dinner with me. This invitation was accepted by all but Henneen, who made some trifling excuse. I attached no importance to this circumstance, however, and we went on board, leaving two men to guard the forge and take care of the tools. On reaching the vessel's side, Nero and his chiefs were handed on board, and entertained with our usual cordiality. They now went to all parts of the vessel, without betraying any apprehensions of danger; admiring each object that came in their way, and evincing a great desire to become acquainted with the causes and principles of every thing.

The deck guns, being large bodies of iron, still excited a great deal of curiosity in them; and they expressed much anxiety to know why they were hollow. I could not well satisfy them on this subject without discharging one of the pieces; and this I concluded would alarm them to such a degree as to cause great trouble in regaining their confidence. It was therefore thought best to let them remain in ignorance on this particular point. A practical illustration of the mystery was much nearer at hand than either party anticipated.

After enjoying a hearty dinner, with no lack of courtesy and hospitality on my part, we all returned to the scene of industry on the island. The moment we landed, I was informed that another theft had been committed during my absence, of two axes and a hatchet; and that there was incontrovertible testimony that this act of perfidy had been countenanced, if not encouraged, by Henneen himself. I therefore applied to Nero; but the moment I met him, I plainly perceived that there was an understanding between himself and the treacherous chief. I nevertheless very civilly made my complaint, and requested the stolen articles to be immediately returned. Instead of any attempt at apology or conciliation, the negro king flew into a violent passion, and gave me to understand that he should take no farther trouble about the matter. I then turned to Henneen, from whom I received the same kind of answer.

I was now convinced that if we suffered this act of perfidy to pass unnoticed, all our prospects of a successful voyage at these islands would be annihilated at once; I therefore determined to recover the things if possible; "peaceably, if I could—forcibly, if I must." In pursuance of this resolution, we returned on board the *Antarctic*, armed six of the crew, besides myself, with muskets, pistols, and cutlasses; and then pulled in to the beach, immediately abreast of the village; with the full determination, either to recover the stolen articles, or to secure the person of Henneen, and detain him on board the *Antarctic*, as a hostage or security for their forthcoming.

We had scarcely landed, when we were met on the beach by four of the natives, unarmed, who offered to conduct me to the village where Henneen resided, which was beautifully situated in the centre of a grove of cocoanut and rutt-stiller trees, of a majestic size. I accepted the offer, and we followed our guides to the village. But what was our astonishment, on emerging from the thicket, through a narrow path, into the skirts of the village, to behold, directly in front

of us, two hundred savage warriors, completely armed with bows and war-clubs, and ready for battle ! their faces were painted red, and their heads fantastically ornamented with red feathers and cocoanut leaves. Every eye was bent upon our little band with an expression of demoniac ferocity ; mingled, as I thought, with a sense of shame and contrition for their perfidious treachery. When my indignant eye encountered theirs, a consciousness of doing wrong was betrayed in spite of themselves, as I instantly read in the downcast looks of their savage countenances. They felt that they were in the diabolical act of rendering evil for good ; of seeking the life of one who had already freely risked it to do them service.

On seeing this formidable band of painted warriors, with their bows strung, and their left feet thrown forward, as if in the very act of discharging their arrows, I well knew that they were determined on war. On turning to speak to my little heroic band of chosen followers, I found that nearly an equal number of these black devils, who had been concealed on each side of our path, had now risen, and closed behind us. Thus we were completely surrounded by nearly four hundred ferocious cannibals, who were determined on our destruction, and only waiting for the word of command to riddle us with their arrows, and then to carve us, not as "a dish fit for the gods," but as carcasses for hounds.

Self-possession and presence of mind sustained us in this trying hour. Not a cheek was blanched, not a nerve quivered, among our little band of heroes, whose coolness and courage kept pace with the increasing magnitude of the emergency. I turned and addressed a few words to them, adapted to the occasion, assuring them that our safety depended solely upon coolness and decision ; that nothing but a desperate step could save us from destruction ; and exhorted them to put their trust in Heaven, and promptly obey every order I should give.

I now threw my musket on the ground, took a pistol in my right hand, and my cutlass in the other, and ordered two of my men to follow my example. I then gave such orders as I deemed requisite to the other four, and proceeded in my plan of operations. In the mean time Henneen was making a speech to his band of warriors ; but I was in search of higher game, diligently surveying the whole circle of savages, till my eyes at length rested on Nero, their king, who had stationed himself on the opposite side of the ring. Henneen had now concluded his speech, and the savages were fixing their arrows to their bowstrings, ready for a general discharge.

With a cool, calm audacity, which rendered these savages motionless with amazement, I advanced to their astonished monarch, with my pistol presented to his royal breast ; while my two trusty followers, with equal deliberate firmness, took their stations on each side of his majesty, holding two glittering cutlasses suspended over his head, with strict orders to sever it from his body, the moment an arrow was discharged from a bow at either of our party. In adopting this plan, I hoped that during the confusion which would necessarily follow the death of the king, some of our party might probably effect their escape. This delicate service was intrusted to two men who I knew would

never flinch from a duty, however disagreeable. Their names were George Strong and Henry Wiley; the former of Albany, in the state of New-York; and the latter of Charlestown, state of Massachusetts, being my second officer.

Struck with horror at the perilous situation of their monarch, the savages suddenly paused in the very act of notching their arrows, which now dropped from the slackened bowstring, and lay at their feet on the ground. The moment we perceived the happy effect of this hasty measure, and while confusion reigned in the ranks of these bloodthirsty villains, we walked around the circle with drawn cutlasses, and compelled every one of them to lay down their bows, war-clubs, &c., which were quickly collected into one heap, by my other brave lads: viz. John Cowan, Joseph Hicks, George Cartwright, and Thomas Bernard. This being done, his terrified majesty, whose nerves had been so shocked by this hasty transaction that he could hardly stand, was escorted to the beach, and given in charge to Mr. Wallace, who had that moment landed from the schooner, in another boat; while five of the principal chiefs were marched to our boat, when we all put off, and were soon on the bright deck of the Antarctic, where we returned thanks to Heaven for our miraculous deliverance.

As the friendship of Nero and his chiefs was all important to the success of our enterprise, I adopted every means, during the remainder of the day, to conciliate their favour, and flattered myself that I had completely succeeded. Every thing seemed now to go on very pleasantly, both on shore among our working party, and on board among our involuntary visitors. I treated them to every thing they appeared to covet, whether useful, ornamental, or edible, and amused them with the drum and fife, together with airs on a large French organ; all of which appeared to afford them great pleasure; the organ in particular seemed to excite a great degree of curiosity in these untutored children of fallen human nature.

At seven, P. M., all hands came on board, in good spirits; and Mr. Wallace informed me that one hundred and fifty of the natives had been diligently employed in making thatch, ever since the king left the beach. After supper, the music was got up, and our sailors gave the chiefs a specimen of dancing as practised in New-York; which compliment was reciprocated by the chiefs, in some very grotesque dances of their own. Peals of laughter resounded on all sides, as these islanders thought our mode of "handling the feet" was full as ridiculous as theirs appeared to us. In this they probably judged correctly. The evening passed with great hilarity and apparent good-will, by every individual on board. The chiefs laughed, shouted, and played antics. Our men did the same. At ten, P. M., the regular watch being set, we all retired to rest; I having, with my own hands, made a bed for the chiefs, of some old sails.

May 28th.—The morning of Friday, the eventful 28th of May, opened on these lovely islands with smiles of cloudless beauty. At five, A. M., twenty-one men went on shore, under the command of Mr. Wallace and Mr. Wiley, to pursue their labours on the edifice we were raising. At nine, A. M., after giving the king and chiefs as good

and as bountiful a breakfast as the store-rooms of the well-supplied Antarctic could furnish, they were loaded with presents, and set on shore, to all appearance highly delighted with their visit and the friendly reception they had met. Indeed they seemed to take unusual pains to convince us of their gratitude and good-will. Among other modes of expressing them, Nero and the chiefs voluntarily promised that their people should assist ours in making and thatching the house, which was now partly raised, and nearly ready for covering. The sincerity of these professions and promises remains to be determined by those who have patience to pursue the course of this plain narrative of facts.

After having thus paid to these chiefs every mark of respect which is due to rank, and which I thought sound policy dictated, I took a few men, and commenced landing such articles as would be first wanted in curing the *biche-de-mer*. The work now appeared to be going on very pleasantly; the house being nearly ready for thatching, and two hundred and fifty of the natives assisting our workmen, for which we had agreed to pay them liberally. We had already landed several boat-loads of the necessary articles, and were preparing to despatch another, when at about half-past eleven, A. M. my ears were startled by a sound that sent the life-blood curdling to my heart. It was the warhoop of the savages on shore.

I doubt whether the bursting of a volcano almost beneath my feet, the unexpected shock of an earthquake, or a bolt from heaven striking the deck of the Antarctic, could have startled and astounded me like that infernal yell. Were I to live till doomsday, it would still tingle in my ears by day, and visit my dreams by night. I too well knew the deadly import of that fatal shout; and I was not there to protect my men.

The larboard battery of the vessel bore directly on the village; and without contemplating the distance, I snatched a lighted match, and discharged one of the cannon. The shot, as I might have anticipated, fell spent and harmless, without doing any execution. But the sudden and unexpected report alarmed my men, who were scattered about in the woods, pursuing their various occupations. Taking it as a signal of hostilities on the part of the natives, every man started for the beach, in front of the schooner, where they had carelessly left their arms, under the protection of two sentinels. On approaching the spot, they were met by about three hundred natives, who had just butchered their two shipmates the sentinels; and were waiting their own approach, with bows ready bent. The moment our ill-fated men emerged from the thicket, a shower of arrows was poured into their unshielded defenceless bodies. Only three of them fell from this volley, however, although scarcely any escaped one or more wounds.

A well-manned whale-boat, despatched on the instant of the alarm, was flying to the rescue of my brave fellows on shore, as fast as ten sturdy oarsmen could pull her over water, which her keel scarcely seemed to touch. She was commanded by Mr. Johnson, whose voice I could hear continually exclaiming, "Give way, men! Give way!"

For the love of God, give way, and rescue your shipmates!" But they required not this extra inducement to exertion. Their very souls seemed to be concentrated in their vigorous muscular arms, and I thought I could see the intensity of their anxiety in the agony of their countenances, which of course were turned to the Antarctic. As I gazed on their lessening boat, I could scarcely hold my glass, for the straining of my own muscles and sinews, which instinctively kept timely motion with their oars, as if I could lend them strength, and assist in propelling the boat. If the reader has ever experienced a similar sensation, arising from nervous sympathy, he will understand me. If not, I am unable to describe it.

In the mean while, my gallant ill-fated lads on shore were selling their lives at as dear a rate as possible. After receiving the volley of arrows before-mentioned, when emerging from the thicket, the gallant Wallace (whose bravery, virtues, and melancholy fate declare his descent more unequivocally than his name) rallied his men, and well supported by his friend the chivalric Wiley, led them forward to play the desperate game of life or death, with such fearful odds against them. Perceiving that indiscriminate slaughter was the determined object of the savages, from whom no quarter could be expected, this undaunted Briton, with three arrows then in his body, thus exclaimed to his men, as they were plucking the pointed shafts from their own flesh. His words as I was informed by a survivor, were in substance these:—"My fine fellows, you see our fate! Let us die like men!—keep close together! draw your cutlasses, and follow me! If safety can be found at all, we must seek it at close quarters." With these words he rushed forward to the charge, dealing death at every blow, in which he was closely followed and closely imitated by Wiley and the rest. The savages shrank back with astonishment, as these brave fellows literally mowed down their ranks, opening a spacious path for themselves through the thickest of their host. For every white man that fell, half a dozen black cannibals bit the dust; until the few survivors of our party were covered with wounds, and faint with exertion and the loss of blood.

But what avails human bravery under such desperate circumstances! Fifty arrows were now sticking in the body of the undaunted Wallace, protruding like the quills of a porcupine. Some of the wounds were deep. His strength was exhausted—nature could do no more, and he fell on the beach, by the side of his friend Wiley, who had received his death-wound in protecting him from the stroke of a war-club. Even in the agonies of death, Wallace still encouraged his men. "Fight on," he exclaimed, as the blood was streaming from his body and limbs—"fight on, my brave fellows!—for the honour of seamen—sell your lives dearly—they are worth a great price! Never let it be said that England or America produced a coward—die like men!"

These were his last words—I mean in substance. He then, by a sudden effort, took his dying friend's hand; and these two brave officers, who had cut down more than five times their number of savages, with their blood-died cutlasses, now turned their faces towards the

Antarctic, and gave up the ghost. The last survivor who left the bloody scene saw them in this position ; firm friends in life—undivided in death. The survivors continued to fight with desperation, dealing around destruction on every side, until fourteen of their party, out of twenty-one, were killed or missing.

By this time, the whale-boat which I had despatched with Mr. Johnson and ten men, all well armed, had reached the edge of the shore. The moment she came within musket-shot of the savages, the men opened upon them a brisk and well-directed fire, which caused the sable demons to fall back a short distance, and enabled our little band of heroes, now reduced to seven in number, to make a timely and successful retreat to the boat. Four of the seven were badly wounded, and the other three nearly overcome with heat and excessive fatigue.

The savages had now recovered from the panic produced by our handful of bullets ; and seeing that the remainder of their prey was likely to escape their bloody fangs, they made a desperate and determined rush upon our boat ; but before they could reach her, she was in deep water. A part of them then saluted her with a shower of arrows, while the main body flew to their canoes, and started in pursuit ; every movement indicating a fixed determination to destroy the fugitives, or perish in the attempt.

As the boat was very much lumbered up, with seventeen men on board, four of whom were badly wounded, it will naturally be expected that her progress was slow ; consequently the canoes gained upon her very fast. As soon as the savages had approached within musket-shot of our boat, a well-directed fire was opened upon them from the latter ; but the falling of their companions, instead of deterring these hell-hounds from their purpose, only incited them to rush on with the greater desperation. But the moment was now approaching when their intense curiosity respecting those big hollow pieces of iron on the Antarctic's deck was to be fully gratified.

The pursuers gained so fast upon our boat, that I began to fear her destruction would be inevitable. We brought the broadside of the schooner to bear on the canoes, by means of springs on our cables ; the guns were all loaded with grape and canister, and the moment they came within distance, I waved to the officer of the boat to pull a little towards the stern of the vessel, which brought all the canoes, about twenty in number, clear from the range of the boat. At this critical moment, the Antarctic opened her flaming battery, and despatched the messengers of death among the flotilla of canoes, two of which were literally dashed into fragments.

The unexpected report of the cannon, together with the unlooked-for effect, struck terror into the hearts of the astonished enemy ; and it appeared evident that these natives had never before witnessed such serious effects from the combustion of gunpowder. The Antarctic now kept up a steady fire for a few moments, which caused the canoes, or such as still remained of them, to make a precipitate retreat to the island. By this measure, and no other would have been available, we saved the boat, the schooner, and nineteen valuable lives.

Our boat soon came alongside, and the wounded were helped on

board, one of whom was my brother-in-law, a lad of nearly sixteen years. The other three were so completely exhausted, from heat and fatigue, and so sickened by having seen their unfortunate shipmates butchered and mangled by those ferocious cannibals, that they were totally unfit for duty. The mercury in the thermometer was now up to 107° in the draught of the companion-way. Our situation was far from being enviable.

But still there was no time to be lost. The savages were rendered doubly desperate by the failure of their diabolical scheme of treachery, and the loss of so many of their party. Their strength was momentarily increasing by a general turn-out from all the other islands, and preparations were quickly completed for attacking the Antarctic with an overwhelming force, while I had only eleven efficient men to defend the vessel. Under such circumstances we thought it best to slip the cable and make sail, which was soon effected. In the next moment, every man was at his quarters, ready to receive the enemy, who was now advancing with an immense flotilla of canoes.

In this critical emergency, Heaven interposed in our favour. A gentle breeze sprang up from the eastward, and we soon perceived, to our great joy, that the canoes were dropping astern, and that the savages had relinquished the chase. Fortunate indeed was it for us that they did so, for the wind shortly died away to a dead calm; and at the same time (a little after 2 P. M.) every man on board, with the single exception of myself, was seized with a violent vomiting, which continued all that afternoon, and the greater part of the night, during which period I was several times apprehensive for their lives. This sickness was not the effect of fear; but was no doubt produced by the horrors they had just witnessed; the heart-rending spectacle of their slaughtered shipmates lying mangled on the beach, while some of their ruthless butchers were cutting and carving them with their own cutlasses! Others again were churning their spears into the writhing bodies of those who yet had life!

It was very fortunate that the natives did not come upon us at this time; if they had, they must inevitably have taken the vessel. Had such been the case, however, their success would have been their destruction; for one of the wounded, a man on whom I could depend, was stationed at the magazine with a lighted match, to be applied to the powder if the natives got command of the deck.

Having now a few moments for reflection, I took a telescope and directed my attention to the island. Fires were kindled on the beach, in every direction, among the dead bodies of my unfortunate crew, from which those hell-hounds were cutting the flesh, and roasting it in the fire; and then, with savage ferocity, tearing it to pieces with their teeth, while from the half-cooked fragment the fresh blood was running down their ebony chins!

"Torn limb from limb, he spreads the horrid feast,
And fierce devours it, like a mountain beast;
He sucks the marrow, and the blood he drains,
Nor entrails, flesh, nor solid bone remains."—*Dryden*.

Soon after, they began to drag the bodies of their own fallen comrades

to the edge of the beach, and then buried them in the bosom of the lagoon. When they had finished this necessary task, they proceeded to gather up their plunder, and divide the remains of our slaughtered friends among them; after which, each party of warriors embarked in their respective canoes, and started for the several islands to which they belonged, and which the last reached about dusk. All this I distinctly beheld, and my soul sickened.

When I looked again, fires were being kindled on the different islands, until they were ranged along all the beaches that fronted the schooner. Around these fires the natives appeared to be very busy, for the greater part of the night. This was, no doubt, for the prosecution of their horrid orgies; but fearful that treachery lurked beneath their operations, that these fires might be intended to deceive us, and that they intended to attack the Antarctic under cover of the darkness, every man was kept at his quarters during the whole of that melancholy night. Eighty muskets were loaded with buckshot, and laid upon the trunk. The guns and swivels were all double-shotted; the matches kept lighted in their places, and one man was stationed in each top, to keep a sharp look-out for canoes; their matches were also lighted, and the top-swivels in complete readiness. During the night we cruised about among the shoals and reefs of the lagoon, anxiously waiting the tardy approach of daylight, which at last was hailed with joy, and heartfelt thankfulness.

May 29th.—At the dawn of day we found ourselves within about two miles of the passage that led from the lagoon into the open ocean; and at 7, A. M., we were once more clear of the "*Massacre Islands*," as we concluded to name the group, one of them being baptized in the blood of our brethren. We put to sea with a fine breeze from east-south-east, and fair weather.

The following are the names of the unhappy victims of savage treachery and cannibal ferocity: viz. John A. Wallace, trading officer, belonging to Newcastle, England; Henry Wiley, second officer, of Charlestown, Massachusetts; Joseph Hicks, armorer, of England; George Cartwright, carpenter, of England; Thomas Parker, carpenter, of England: Seamen,—George Webb, of London; James Butler, of Liverpool; Samuel Wood, of England; Thomas Barnard, of Bristol, England; George Strong, of Albany, New-York; Alexander Mooney, of New-York; Stephen de la Cruz, a native of Manilla. The names of the wounded seamen are, John Keeler, of New-York; William Vanduzer, of New-York; Leonard Shaw, of Philadelphia, and John Harris, of England.

The booty which this tragical affair threw into the possession of the natives consisted of the following valuable articles: viz. one whale-boat, thirty casks and barrels, a number of muskets, pistols, cutlasses, boarding-pikes, axes, hatchets, cartridge-boxes, shovels, crowbars, carpenter's tools, blacksmith's forge and tools, and a quantity of cordage and blocks, which had been taken on shore, to assist in raising the frame of the house; besides a chain cable of ninety fathoms, inch iron, and anchor of one thousand pounds, which lay, and probably still lies, in more than fifteen fathoms of water.

June 2d.—On Saturday, the 29th, at 3, P. M., (nautical time,) we took our departure from the Massacre Islands, bearing south-by-west, distant three leagues, and steered to the north and west, with moderate breezes from south-east to east, and fair weather. On Wednesday, the 2d day of June, at 7, P. M., we crossed the equator, in the long. of $152^{\circ} 27'$ east. From that time, we had light variable winds, attended with heavy falls of rain, until Tuesday, the 8th, when we took the north-east trade-winds, in lat. $6^{\circ} 15'$ north, long. $150^{\circ} 10'$ east.

We continued steering to the north and west, with moderate north-east trades and fine weather, until 2, A. M., on Monday, the 21st, when we saw the island of St. Barnardino, lying at the eastern entrance of the strait of the same name, bearing west-by-south, distant one league. This was the first and only land we had seen since leaving the Massacre Islands; constantly keeping two men at the mast-head, day and night, one on the end of the bowsprit, and one on the jib-boom. At 3, A. M., we were within the strait of St. Barnardino, or the strait of Manilla.

June 26th.—We continued on our passage, through this strait, with light variable winds, and calms, attended with rain-squalls, until Saturday morning, the 26th of June; when we arrived at Manilla, and anchored, at 7, A. M., one mile off-shore, in four fathoms of water, muddy bottom, with the flag-staff on the citadel bearing east-by-north. At 8, A. M., we received the health-officer's usual visit, and at the same time my wife came on board, in the boat of the captain of the port, attended by our worthy friend Mr. Cannell. My feelings on this occasion can be better conceived than described. Independent of my recent misfortunes, other circumstances, with which it is inexpedient and unnecessary to acquaint the reader, rendered this meeting extremely affecting.

* * * * *

We now embarked for the shore with cheerful and exhilarated spirits; but what was my surprise, on landing at the custom-wharf, to find the collector's carriage waiting to convey us to our residence. This worthy man, together with our mutual friend the captain of the port, after expressing the greatest sympathy for our afflictions, handed my wife into the carriage, where we all took our seats, and in a few moments were safely set down at the residence of my excellent friend Cannell. After remaining about half an hour with us, the collector and captain rose to take their leave, first giving me and my wife a very polite and pressing invitation to call and spend a few days with them. Their parting salutation was a warm pressure of the hand, with the words—"God bless you both."

I now made known my deplorable situation and circumstances to Mr. Cannell, and wished him to advance me sufficient funds to purchase provisions for a crew of ninety men, for ten or twelve months. This noble-hearted gentleman, ever ready to assist his fellow-creatures in distress, instantly agreed to let me have what money he had, which he feared would not be sufficient for my purpose, as he had just purchased and paid for a large cargo of pearl-shell and a quantity of tortoise-shell. But all he had was at my service, for which he would only

charge six per cent. per annum. I agreed to his kind offer, and immediately commenced making arrangements for returning to the Massacre Islands.

Before I had proceeded far in these preparations, however, I wrote to General Requorfort, who was then commander-in-chief of Luconia, and all its dependencies, for permission to ship fifty natives of Manilla, to complete my crew. His excellency answered my letter very promptly and politely, stating that he had taken my misfortunes into consideration; and that although it was contrary to the laws of the port to take more than one-third of the crew natives of Manilla, yet he would allow me to ship one or two hundred Manilla-men, if I wished for that number.

CHAPTER VII.

Sail from Manilla for the Massacre Islands—The Bay and Town of Taal—Port and Town of St. Joseph's—Ladrone Islands—Arrive at Bergh's Group—Friendship of the Natives—Their Canoes, Fishing Implements, &c.—Beauty of the Women—Strength and Agility of the Men—Theological Notions—Marriages, Deaths, Wars, &c.—Description of their Weapons, Houses, and Villages—Domestic Arrangements—Fertility and Capabilities of the Soil—Importance of this Discovery—Equipments necessary for a Voyage to these Islands—Depart for the Massacre Islands.

IN discovering the Massacre Islands, and examining the reefs and shoals which surround them, I had gained the knowledge of one important fact; which, though dearly purchased, was not the less valuable and interesting to the votaries of commerce and science. I had ascertained, beyond the possibility of a doubt, that these islands could furnish the valuable productions of which I was in search, in greater quantities, and of far superior quality, than could be obtained at the Feejee Islands (our original destination), or at any other group which I had ever yet visited. I therefore considered it a duty which I owed to my employers, to my country, and to myself, to return immediately to the Massacre Islands, with adequate means to ensure success; and to redeem, in some measure at least, the losses and disasters which had hitherto attended this ill-fated enterprise.

But I was also actuated by another motive, with which pecuniary considerations had not the most distant connexion; and weighed with which they were "lighter than the dust in the balance." The impression was deeply engraven on my mind that one or more of the unfortunate fourteen might have possibly escaped the general massacre, and be now enduring "the horrors of a living death," as captives to those ferocious blood-hounds. This idea still haunted me day and night. It was constantly seated like an incubus upon my breast, and I felt that nothing could remove it but a speedy return to the scene of blood. This impression originated in the following facts:

The work of destruction had but just commenced, when three of our working-party had been seen to fly from the beach towards the woods,

closely pursued by the demons of blood, who overtook and butchered two upon the spot. The third, it was believed, had outstripped his pursuers, and entered the woods with his axe in his hand. The bare possibility of this man being still living, was sufficient inducement for me to persevere in the design I had formed. For this purpose I had exerted every nerve in making the necessary preparations; having, by permission of the Luconian government, shipped the requisite number of hands, and obtained an adequate supply of provisions, water, and naval stores; so that in twenty-two days from the time I arrived at Manilla, the Antarctic was again ready for sea.

July 18th.—On the evening of Sunday, the 18th of July, several merchants and ship-masters, of different nations, called on me, and endeavoured to dissuade me from my hazardous enterprise. The chief weight of their arguments, however, was based on the fact of my having so great a proportion of Manilla-men in my crew; there being sixty-six of the former, and only nineteen Americans. They predicted that I would not live to return again to Manilla, but be cut off by my new recruits, who would forcibly take possession of the Antarctic, and murder all the Americans who refused to take part in the conspiracy. To enforce their arguments, they repeated a great number of legendary tales of fine ships that had been cut off by these men, in some instances even when there were only two or three of them on board.

In reply, I gratefully thanked them for their friendly counsel; and assured them, that while in the conscientious discharge of my duty, death had no terrors for me, come in what shape he would; that the same gracious Being who had preserved me from the cannibals would protect me from assassins of every description; and that, at all events, I could never again enjoy life, until my mind was relieved from its present horrid suspense. Should one of my crew be still living, a captive to those ruthless, remorseless cannibals, what must have been his agonizing distraction of mind to see the Antarctic depart for ever from his view; what must be his hopeless despondency during her lengthened absence; what would be his ecstasy of delight to see her return. As respected the danger, I heeded it not; for I could say with Cæsar—

“Of all the wonders that I yet have heard,
It seems to me most strange that men should fear;
Seeing that death, a necessary end,
Will come when it will come.”

My wife was prepared to accompany me, as neither of us was willing to endure the anxieties and apprehensions of another separation, in a distant region of the globe, not less than fifteen thousand miles from her native home. We therefore took an affectionate leave of all our friends at Manilla, and soon found ourselves on board the fast-sailing Antarctic, whose white canvass was unfurled and her anchor apeak.

July 19th.—On Monday the 19th, at eleven, P. M., (nautical time), we got under way, with a light breeze from the east-north-east, attended with fair weather; at three, A. M., we passed the Corregidor, and steered for the Strait of Manilla, or St. Barnardino, which we entered at one, P. M.

I was now very much amused with the curiosity, vivacity, and activity of my wife, who was almost constantly on deck, with her drawing apparatus, sketching different views of the islands as we passed them; and the hundreds of native-built boats, bound to and from Manilla, some of which were striking specimens of clumsy naval architecture, and still worse rigging. Her spirits, so long depressed, were now buoyant as the air, and she flitted about the vessel like some ethereal form from a higher sphere. I found my own mental temperament much improved by the influence of her society; her sweetly smiling vivacity and exuberance of spirits operated on my own feelings like a charm—I was insensibly awakened from my despondency, hope was rekindled in my bosom, and, as far as respected myself, I could contemplate my recent misfortunes without a sigh of regret. The safety of the Antarctic was identified with that of one who was dearer to me than life. What stronger security could exist for the care and vigilance of her commander! Were I a merchant and a ship-owner, so far from opposing the wishes of an affectionate wife who would accompany her husband on a long and hazardous voyage, I would recommend such a measure to every ship-master in my employ, and consider it of more value to my interest than the policy of ensurance.

July 20th.—At 2, P. M., we passed along the mouth or entrance of the bay of Taal, which presents some delightful scenery, and affords many magnificent views, to such as have leisure to sail about in quest of them. It is about twelve miles in circumference, of a shape approaching the circular, and its winding shores, on both sides, are screened with grand ramparts of rocks and red clay-banks. At the head of the bay, in the centre, between these bulwarks of nature, the country descends to the shore with a gentle slope, forming a beautiful vale, which falls with a gradual and easy descent to the sandy beach which lines that section of the circle. All around this delightful sheet of water the land is covered with trees, even on the rocks of its western shores, wherever they can obtain footing or shelter; but on the eastern side of the bay they grow with great luxuriance.

On the gentle declivity just mentioned, at the head of the bay, stands the celebrated town of Taal. The tasteful eye which selected the site could not have anywhere rested on a more delicious spot. Hills crowned with wood, and beautiful valleys covered with fruitful plantations, greet the eye on every side; while in front of this little town opens the wide-spreading bay, with its rocky and clayey banks bending round it, reflecting all the variety of light and shade which the sun in its circling course throws profusely upon it. In this secluded retreat dwells a society of monks, safely remote from the noise and vices of the turbulent world, dwelling in peaceful security, and fearing no harm or molestation from the native Tagalians, over whom their influence is unbounded. This town is resorted to by a few fashionables in the summer season, as a watering-place; and a more pleasant one could scarcely be selected.

July 23d.—We continued on our passage through the strait, with variable winds, and fair weather, until Friday, the 23d, when, at 7, P. M., we came to anchor on the east side of the island of Sackathi

neo, in the port of St. Joseph, in four fathoms of water, clay bottom; and on the following day we commenced building a whale-boat, thirty-five feet in length and eight feet wide, which we completed on Thursday, the 29th.

This basin is one of the safest places for a ship to lie in to refit that there is in the known world. The entrance, which is formed by two bluff points, is not more than one cable's length wide, with five fathoms of water in the passage; but after passing within these two points, a scene suddenly opens upon the view, with a very imposing effect. The stranger finds himself in a beautiful smooth basin, the shape of which is an exact circle, of one mile in diameter, containing from three to seven fathoms of water in every part of it; and in many places the water is bold close to the beach. A small river and several brooks run into this harbour from the adjacent mountains, and supply the town with excellent water.

The town itself is built on a winding peninsula, the extremity of which forms the south point of the bay; and on the most elevated part of the latter is a fort, mounting six eighteen-pounders, which completely commands the entrance of the harbour. Next to this fortress is a church, and a little farther up the peninsula stands the town of St. Joseph, fronting the harbour, and containing about two hundred houses, and eight hundred inhabitants, who are governed by the laws of Manilla. The houses are all built of bamboos, and thatched with a kind of strong coarse grass that is common to the country. This town or village is almost entirely shaded with cocoanut and other fruit trees, which render the walks delightfully pleasant, and gives to the whole prospect a beautiful and picturesque appearance. The surrounding country is admirably diversified with hills, valleys, forests, and grazing plains. Tobacco and hemp are cultivated here in considerable quantities, and shipped to the Manilla market. Refreshments of all kinds may be had at this port at the shortest notice, and on liberal terms. The inhabitants of both sexes, like those of Manilla, are much addicted to the barbarous amusement of cock-fighting, and make heavy bets on the result of the battle.

July 29th.—On Thursday, the 29th, at 11, A. M., we got under way, and steered towards the eastern entrance of the strait, with a fine breeze from east-south-east, and fair weather. On Saturday, the 31st, we once more found ourselves clear of the Philippines; and at 7, A. M., we took our departure from Cape Espiritu Santo, bearing west-south-west, distant ten leagues, with a fine breeze from north-by-east, and fair weather. We continued making the best of our way to the eastward, taking advantage of the winds, which frequently hauled from north-north-east to east, and back again. This gave us a very good chance for making easting, which we did not fail to improve.

August 12th.—On Thursday, the 12th of August, at 6, A. M., we were close in with the west side of the island of Guam, which is the principal of a group called the Ladrone Islands, situated in the North Pacific Ocean, between the eleventh and twenty-eighth degrees of north latitude, and about 140° east longitude. Their number has been

variously stated, from eleven to sixteen; and the names of the principal ones are Guam, Saypan, Tinian, and Rota.

These islands were discovered in the year 1521, by Magellan, who called them *Islas de Ladrones* (Islands of Thieves), because the natives stole every thing made of iron which they could lay their hands on. Towards the close of the seventeenth century, however, they received the name of *Mariana* or *Marianne Islands*, from the Queen of Spain, Mary Ann, of Austria, mother of Charles II., at whose expense missionaries were sent over thither, to propagate the Christian faith. At that period these islands were very populous; but Spanish oppression has since almost annihilated the whole race; so that, with the exception of Guam, every island of the group has become desolate.

Few nations have had it in their power to do so much good to the cause of philanthropy and religion as Spain; but from a mistaken policy in the exercise of this power, none have done so much mischief. The propagation of any religious creed by force of arms is the climax of despotism; so monstrous in itself, and so utterly at variance with the benign precepts of the Gospel, that did not the melancholy facts stare us full in the face from the page of history, we could scarcely believe that it was ever attempted by a Christian nation. It is this mistaken policy of Spain and Portugal that has enslaved or depopulated some of the fairest portions of the globe. The Ladrone Islands are melancholy evidences of the truth of this assertion.

On this subject I wish to be correctly understood. The reader must certainly be aware by this time that I am a strong advocate for the prosecution of missionary labours; for I have experienced the beneficial results of their exertions. But I wish to see those labours so applied as to produce the greatest possible amount of good deducible from the extent of means employed. The arts of civilization should always be taught first; they are the best and the only proper pioneers to the doctrines of Christianity. The great Founder and Head of the Christian religion said to Nicodemus, then about becoming a proselyte, "If I have told you of earthly things, and ye believe not, how shall ye believe if I tell you of heavenly things?" How can the natives of a newly discovered island in the Pacific be persuaded that the Creator of the universe has given his creatures a code of written laws, unless they are first made to comprehend what writing is, what law is, and what a code is? When the most ignorant savages once become convinced that a missionary can teach them to be more happy in this world, they will place the greater confidence in what he says of happiness and misery in the world to come. If they are not first induced to love a brother whom they *have* seen, how can they be taught to love God, whom they have *not* seen?

A missionary should go armed—not with military weapons, nor with faith alone—but with a judicious and ample collection of mechanical tools and agricultural implements. With these he should commence his labours of love and usefulness. His early communications to the society who sends him on the mission should not contain an account of the number of new converts who had professed the Christian faith, and received the outward washing of water, but they should contain

sentiments similar to those which Kotzebue has put in the mouth of the captive Alonzo, when addressing the tyrant Pizarro :—

“I would gently lead the good Las Casas by the hand through all the lovely fields of Quito ; there in many a spot where late was barrenness and waste, I would show him how now the opening blossom, blade, or perfumed bud, sweet bashful pledges of delicious harvest, wafting their influence to the ripening sun, give cheerful promise of the hope of industry. This, I would say, *is my work* ! Next I should tell how hurtful customs and superstitions, strange and sullen, would often puzzle and dismay the credulous minds of these deluded innocents ; and then would I point out to him, where now in clustered villages they live like brothers, social and confiding, while through the burning day content sits basking on the cheek of toil, till laughing pastime leads them to the hour of rest ; this too *is mine* ! And prouder yet, at that still pause between exertion and repose, belonging not to pastime, labour, or to rest, but unto HIM who sanctions and ordains them all, I would show him many an eye and many a hand *by gentleness from error* won, raised in pure devotion to the true and only God.”

The Hebrews were but semi-barbarians when they were emancipated from Egyptian slavery, and all the rest of the world were idolaters. But even this chosen people of the Most High were not sufficiently advanced in civilization to receive the genuine doctrines of theology and practical religion as they were taught two thousand years afterward, in that divine discourse of the Saviour called the Sermon on the Mount. The lesson to them was, “Hear, O Israel ! the Lord our God is one Lord :” for this was all they could comprehend in that stage of their existence. After the lapse of twenty centuries, a very small number of these people were found who could receive the doctrine of the Trinity. These were then taught what their ancestors could not have received, that anger was murder, that lust was adultery, that covetousness was theft, and that they must love their enemies.

Why should not the same gradual process be adopted with respect to the conversion of the South Sea islanders ? They are no more prepared to receive all the evangelical doctrines of the Gospel than the Jews were when worshipping the golden calf at the foot of Mount Sinai. It is true the apostles made most of their Christian converts among the gentiles ; but let it be recollected that these gentiles were principally Greeks and Romans, at that time the most refined, enlightened, and learned nations on the earth ; much better capacitated than the Jews for receiving the true doctrine. But I am steering out of my track, and will return to the Ladrone Islands.

August 28th.—From the Ladrone Islands we steered to the south and east, until Saturday, the 28th of August, when we came to anchor, at six, P. M., within the coral reef that surrounds Bergh's Group ; before our anchor had fairly taken the ground, we were visited by many of our old friends, all of whom appeared to be very much pleased to see us again ; and as a token of their friendship, they presented us with cocoanuts, bread-fruit, and bananas ; in return for which we made them presents of beads, knives, scissors, looking-glasses, and a few China trinkets.

On the following morning, before eight, A. M., we might have walked half a mile from the vessel on the tops of canoes, at all points of the compass. Every canoe contained a quantity of cocoanuts, bread-fruit, plantains, bananas, and jack-fruit; part of which we purchased, and paid for in the China beads. By four o'clock in the afternoon, we had more of these fruits than we had room for on deck, the whole not costing more than two dollars' worth of beads.

The natives were so well satisfied with the liberal manner in which we had paid them, that they persisted in throwing fruit upon deck for some time after we requested them to stop. They seemed to be determined not to be outdone in liberality, or fearful that they should not sufficiently compensate us for the articles we had given them, which they considered of inestimable value. These people are certainly the most interesting in their manners, the most active in their movements, and the most pleasing in their countenances, of any race of aborigines on any island I have ever visited; and the nautical skill with which they manage their canoes is truly astonishing; but not more so than the ingenuity with which they are planned and constructed, of which I will attempt a brief description.

The canoes of these natives are mostly of great length, carrying from fifteen to thirty men. The bottom is of one stick, or log, generally from thirty to fifty feet in length, and got out in the form of a canoe, with no other tools but such as are made of shells, &c. On this foundation they proceed to build the vessel. Each side is formed of a single plank or slab, from fourteen to eighteen inches in width, making the depth of the boat; but the two sides are not alike, one being nearly flat and straight next the water, and the other somewhat bulging. These sides are sewed fast to the bottom, with a strong cord made from the bark of a tree, and also to a beautifully carved head and stern, resembling those of the ancient galleys which we often meet with in classical paintings.

As these canoes are frequently propelled by sails, and as the bulging side is always to windward, the reader will naturally suppose that it could not long retain an upright position, but would be liable to upset. This is prevented, however, by a very ingenious contrivance. A frame, called an outrigger, projects out eight or ten feet horizontally from the rounding, bulging, or windward side, at the extreme end of which is attached a piece of buoyant wood, shaped something like a canoe. The weight of this apparatus prevents the boat's capsizing to leeward, while that side being flat prevents her making lee-way. At the same time the buoyancy of the outrigger and bamboo frame renders it impossible for her to overset to windward. This is the form and construction of their single canoes, which go through the water with great velocity, whether propelled by paddles or sails, or both.

Their double canoes are formed in the same manner as the one just described, with the exception of the out-rigger, which of course is not necessary. Two canoes are fastened together abreast of each other, with bamboos extended across them, on the same principle of construction as our twin ferry-steamboats. These canoes are generally about forty feet in length, and the distance between them is from eight to ten

feet. The bamboos which unite them are placed about two feet apart, and strongly secured to the gunnels by a lashing of their bark cord. Small sticks of bamboo are then extended fore and aft, secured to the cross pieces, thus forming a light platform, from twenty to twenty-five feet in length, and eight or ten feet wide. They paddle on the two outsides and insides of the canoes, propelling them forward with astonishing speed, much swifter than our whale-boats with six oars, pulled by our most vigorous tars. These are called their war canoes, and many of them have very curiously carved heads and sterns, which rise from one to three feet above the hull, not unlike the fashion of the New-Zealanders. Their paddles are generally four feet in length, with blades about six inches wide, the whole very neatly finished off with carved work, admirably executed.

Their sails for the single canoes are made like their own garments, of a beautiful long grass, which they have the art of weaving into a strong substantial cloth, suitable for all their ordinary purposes. These sails are shaped like what is called a "shoulder-of-mutton sail," and used in the following manner. The mast stands exactly perpendicular, in the centre of the canoe, being from twelve to eighteen feet in height. At the head of this mast is hoisted a yard, proportioned to the size of the canoe, from twenty-five to thirty-five feet in length. The sail spreads this yard, and when hoisted at the mast-head, its foot sweeps the gunnel of the canoe. These sails are cut in such a manner, that the canoes never need go in stays when beating to windward, being so constructed as to go either end foremost. When they wish to go on the other tack, she suddenly falls off until the other end of the boat becomes the head, and luffs up to the wind; by which time the men have raised the tack on the depressed end of the yard, and brought its opposite extremity down to the other end of the boat. Thus she hugs the wind on either side by turns, without ever looking directly in its teeth.

I have seen these boats going at the rate of eight miles an hour, within four points of the wind. But let them run large, or before the wind, with a strong breeze, and I have no doubt but they will go at the rate of twelve or thirteen miles an hour, in smooth water. By only shifting the sail, with a side wind, these canoes will pass, back and forth, between two islands, each end alternately foremost, with great rapidity, without the necessity of putting about. The sails, as I observed, are made of the same kind of stuff as their wearing apparel; but it is made much stouter, and in small pieces of about three feet square, sewed together. In cutting the sail to its proper shape, the pieces which come off one side answer to go on the other; this gives it the proper form, and causes the halliards to be bent on in the middle of the yard.

As these canoes are used principally in fishing, it will be proper, in this place, to mention their implements and apparatus for that business. Their nets and seines are made of twine, which they manufacture from the bark of a tree. The meshes are about an inch square, and the length of the seine from fifteen to twenty fathoms, with a depth of fifteen to eighteen feet. Instead of cork floaters, they use small joints

of the bamboo, and for lead sinkers they substitute small smooth heavy stones. Their hooks and lines are also very ingeniously constructed; the former being made of mother-of-pearl shell and tortoise-shell. The pearl-shell is well adapted to this purpose, as hooks of this kind require no bait; for the shining property of the shell deceives the fish, which darts at the fatal illusion, and swallows it without hesitation. Their lines are made of the same materials as their nets; they are very neatly twisted, and of great strength. As this people spend a great portion of their time in fishing, they think it but a trifle to go forty or fifty miles a day in search of their prey, and return the same evening.

On our first visit to these islands, I stated that a circle of about forty small islands surrounded several larger ones, four of which were about thirty miles in circumference. Only the interior islands are inhabited, and they contain a population of about thirty-five thousand, divided into two distinct races. The two principal westernmost islands, with a few small ones, are peopled by a copper-coloured Indian race; while the two easternmost, with their dependencies, contain a race more nearly allied to the negro; and they frequently make war upon each other, as I understood from both parties, although they were now at peace, and on friendly terms. The blacks are the most numerous, being about twenty thousand in number, while the Indians do not exceed fifteen thousand. I will here attempt a brief description of both, commencing with the negro tribe, on the two easternmost islands.

In stature the men are about five feet ten inches, well proportioned, muscular, and active; with prominent swelling chests, well-moulded limbs, and small feet and hands. Their hair is fine and much curled, but not like the African's. Their foreheads are high and upright, their cheek-bones elevated, their noses well formed, and their lips moderately thin. They have beautiful white teeth, broad chins, short thick necks, broad shoulders, and small ears, standing a little more off from the head than ours. Their eyes are black, bright, quick, and penetrating, with high and long eyelashes. The general expression of the countenance indicates a fierce and daring temperament.

Around the waist or loins they wear a mat, made of the bark of a tree, handsomely woven, and tastefully ornamented with a variety of figures of different colours. They also wear head ornaments, made of the same materials, beautifully adorned with different kinds of feathers; and this, when placed upon the head, resembles a low turban, surmounted with a rich and gaudy fringe. The chiefs have their ears split, or the rim so cut as to present a large opening, in which they wear blocks of very light wood, often as big as a man's wrist. This is generally tastefully decorated with a variety of beautiful feathers, sharks' teeth, &c. They also wear about their necks necklaces of tortoise-shell, pearl-shell, and tufts of fine feathers. Their bodies are very much tattooed, and the operation is generally executed in quite a tasteful manner, having the appearance of armour. They paint their hair red, and their faces yellow and white; except when going to war, when the latter are painted red, to heighten their ferocious appearance.

The women are small in size, with very handsome delicate features,

and a dark sparkling eye, expressive of tenderness and affection. They have round luxuriant chests, slender waists, small hands and feet, straight legs, and small ankles. In short, they seem to be, in every respect, admirably "fitted for the tender offices of love;" and, setting aside our innate prejudice to certain complexions, their personal charms are of very superior order. They do not, however, neglect the "foreign aid of ornament;" but deck themselves with the richest feathers and shells they can obtain, through parental and fraternal affection, or the gallantry of lovers or husbands. Around their head and neck they wear many kinds of ornaments, made of the spoils of birds and fishes; their arms and legs are also decorated in a similar manner, while their breasts are tastefully but very lightly tattooed. They likewise wear a small apron, eight inches wide, and twelve inches long, which they ingeniously ornament around the edges in a very pretty manner, with a diamond worked in the centre, of little choice shells. Over all they wear a cloak or mantle, made of a fine silky grass, woven with great skill and neatness, some of which are tastefully bordered and fringed. This garment is about eight feet in length, and six feet wide, with a hole in the middle just large enough to admit the head; and when worn, it much resembles the South American poncho.

The duties and avocations of the females consist in making all the clothing, fishing-lines, and nets; cooking the food, and taking care of the children; which latter task they perform with exemplary care, attention, and tenderness. They are very kind and affectionate to their husbands; and the latter in return treat their wives with a delicacy and respect that might put some Christians to the blush. In short, they are promising subjects for the operations of judicious missionaries, who attach more importance to practical than to theoretical religion.

The two westernmost islands, as I have said, are peopled by about fifteen thousand copper-coloured Indians, who are somewhat less in stature than the negro tribe I have just attempted to describe. The men are generally only about five feet eight inches in height; but they are stouter, stronger, more athletic, and better calculated for war, and enduring hardships, than the darker skinned tribe just alluded to. They are very active, and remarkably strong. I have seen several of them, who would not weigh more than one hundred and fifty pounds each, lift our small bower anchor, weighing upwards of six hundred, with apparently as much ease as I could lift a hundred weight; and yet they live entirely on fruit and fish, without stimulants of any description. They have straight round bodies, with full chests, muscular limbs, and well-formed hands and feet.

Their complexion is a very light copper-colour; their hair black and long, and generally neatly "done up" on the top of the head. They have high prominent foreheads, indicative of intellectual capabilities, at the lower edge of which, especially with the females, are a pair of long jet-black silken eyelashes, with more than what we would consider a usual curve. These are merely the drapery or window-curtains under which the soul peeps out from her palace, through the crystal medium of a pair of bright penetrating black eyes. Their faces are round, plump, and full; the cheek-bones not being so high as is usual with

other savage tribes. They have a handsome nose, moderately elevated, with a mouth well proportioned to the other features of the face, and a beautiful set of teeth, whiter than the purest ivory. Dimpled cheeks and double chins are common to the young of both sexes. The men have short thick necks, the front part of which is generally covered with a long black beard, which is permitted to grow only from the chin. Some of their principal chiefs, however, wear very large mustachios. They have large ears, in the lower part of which is a slit sufficiently large for the reception of an ornament of the size of a goose-egg. This is often decorated with the teeth of various kinds of fish, shells, birds' bills, feathers, and flowers of the valleys. They also wear a neck ornament of nearly the same materials. They are seldom tattooed, excepting from the lower part of the neck to the pit of the stomach; which is often, on the breast of a chief, one uninterrupted tattoo, representing various imaginary figures, executed with much taste and neatness. The dress of both sexes is like that of their eastern neighbours, from which it does not vary in any important particular. They wear rings, or bracelets, of tortoise-shell on their arms, and of pearl-shell on their legs and ancles. For personal cleanliness they may defy competition with any people on earth. They are naturally good-humoured, friendly, lively, cheerful, and active; uncommonly kind and affectionate to their wives and children, and pay great deference and respect to age.

The women generally are of about the same size as ours, delicately formed, with very slender waists, and exquisitely moulded busts. Their hands and feet are not larger than those of our children at twelve years of age; and I have frequently, with both hands, spanned the waists of girls of eighteen and twenty years old. They are marriageable at the age of one hundred and fifty moons, which is about twelve years. They have small heads, high foreheads, large black eyes, full plump cheeks, handsomely-formed noses, small mouth, and its never-failing appendage in this part of the world, a beautiful set of teeth, which adds a thousand charms to each bewitching smile. Their ears are small, and their necks very delicately formed, back of which flows their long black hair, when not done up on the back of the head. They are extremely modest and sensitive on particular subjects, and blushes can frequently be seen playing through the darkness of their complexions. Their countenances ever express vivacity and cheerfulness; their movements are elastic and sylph-like; even the Virginian Pocahontas, on the score of personal attractions and tenderness of disposition, would be thrown in the shade by a comparison with the fascinating females of Bergh's Group.

Chastity and fidelity in the marriage state are innate principles with these people; and the possibility of their violation is hardly conceived of. Consequently, their conjugal connexions are almost uniformly happy. A wife never speaks to her husband without a smile of affection on her countenance; and in all my intercourse with them, I never heard a man speak harshly or unkindly to a female. Their social attachments are also very strong, and even the most distant relationships appear to be held more sacred than the nearest and closest are

sometimes held among civilized Americans. They are faithful friends, good neighbours, and pay implicit obedience to the laws and customs by which they are governed. Acts of injustice and oppression are scarcely known among them; but charity, kindness, and benevolence prevail to the greatest extent. They will fight bravely in the cause of a friend; but are never quarrelsome or revengeful on account of any private injury they may have received themselves. Their personal contests are very rare, however; but when they do occur, they are conducted with the strictest regard to honour and fair play. A man will not attack his neighbour, whatever be his provocation, until he has first ascertained that the physical prowess of his antagonist is not much inferior to his own; as they hold it in abhorrence to take advantage of the weak.

For active industry, cheerful diligence, and patient perseverance no parallel can be found for them among the natives of any island in the Pacific Ocean, that I have ever visited. The men, women, and children are all in active motion from sunrise to sunset; either in catching fish, or at work on their canoes, war implements, fishing apparatus, wearing apparel, or habitations. Every thing they do is executed with the greatest neatness and ingenuity, notwithstanding they have no better tools than such as they themselves manufacture from shells, stones, and the teeth of fish. It is expressly forbidden by their laws to remain in bed after the sun has risen, cases of sickness and bodily infirmity excepted; dyspepsia and liver complaints, therefore, with the thousand and one ills that civilized flesh is heir to, are unknown to the natives of these happy islands.

In describing the virtues and amiable qualities of these natives, I would not be understood to say that there were no exceptions, nor any solitary instances of violating the laws. A perfect state of society does not, and perhaps never can, exist on this diversified globe. The very necessity of a law implies the contrary. To strike a woman is justly considered by the natives of Bergh's Group as an unnatural and unmanly act, whatever may be the provocation. But if a woman prove refractory, disobedient, or abusive to her husband, and gentle means will not reclaim her, she is transported to a small island of the group, where none but women reside, and the man who is known to take one of them off, without permission of the government, must suffer death. Punishments still more severe are inflicted on the man who ill-treats his wife.

For feats of strength, agility, and address some of these natives would put our best circus performers to the blush. They will throw a rapid succession of somersets, back and forward, without any thing elastic beneath their feet; and they are equally expert in running, jumping, climbing, pitching heavy substances, &c. They will ascend a cocoanut-tree, which is tall, straight, and smooth as the mast of a ship, with as much apparent ease and agility as a sailor will ascend the ratlines of shrouds that have just been well set up. They excel also in swimming, and appear to be as much at home in the water as the seal or the tortoise. They will dive to the bottom in fifteen fathoms of water, and bring up half a dozen pearl oysters, with as much

ease as some of our best swimmers will go down in three fathoms, and bring any thing from the bottom.

With respect to the religious ideas of these islanders, the little information I obtained may be communicated in a few words. They believe that all things are created by some wise and powerful Being, who rules over and governs the whole, and whose residence is above the stars; that he watches over all his children, and all animated things, with paternal care and affection; that he provides food for man, for the birds, fish, and insects; the most minute being intended to feed the larger, and the whole to sustain the human race; that the Creator waters these islands with his own hand, by pouring down seasonable rains from above; that he planted the cocoanut-tree, the bread-fruit, and all the other trees, together with every shrub, plant, and spire of grass; that good actions are pleasing to him, but that bad actions make him angry; that they shall be happy or miserable hereafter, according to their conduct in this life; that the good will then live on a group of lovely islands, still more pleasant and beautiful than their own, while the bad shall be separated from them, and transported to some rocky desolate island where there are no cocoanuts, nor bread-fruit, nor fresh water, nor fish, nor a single vestige of vegetation. They have no temples, churches, or forms of worship; but say they love the Supreme Being for his goodness to them.

They hold the marriage contract to be a sacred and binding obligation; and that it must be solemnized either in presence of the king, or one of his majesty's principal chiefs duly authorized and delegated for that purpose. Previous to this contract being made, no restraint is imposed upon either party, and the unmarried woman may bestow her favours on whom she pleases, without incurring censure, or feeling conscious of doing wrong. But once married, and a false step is infamy. A pregnant female, married or unmarried, is looked upon with respect and honour; while she herself, with conscious pride of her own fruitfulness, is very far from taking any pains to conceal her situation. A young native in search of a wife generally gives the preference to one who has already given such incontrovertible evidence of her ability to build him up a family.

Their funeral rites are also somewhat singular and peculiar. On the decease of a near relative, they abstain from all kinds of food for forty-eight hours; and for one month afterward, they take nothing but fruit, depriving themselves entirely of fish, which is their greatest luxury. For the loss of a parent, or a conjugal partner, they also retire in solitude to the mountains, for three months. But duty now compels me to add another circumstance, which for the honour of human nature, I wish could be omitted consistently with truth.—The death of the king, or a principal chief, is always celebrated by human sacrifices! Several men, women, and children are selected as his honorary attendants to the world of spirits; and they are proud of the distinction, for they are buried in the same grave with him! On these occasions, and for two months after the funeral obsequies of a chief, not a canoe is allowed to float upon the water. A few humane missionaries would soon dispel this dark cloud of superstition.

I have already said that the Indian race, who inhabit the two western islands, and the negro race, who inhabit the two eastern islands, are often at war with each other ; but I have not yet mentioned their peculiar mode of commencing and carrying on hostilities. From all I can learn, the following is their general plan of operations.

If the western islanders have received, or think they have received, an injury from their eastern neighbours, they send the aggressors notice, by an agent duly authorized for the mission, that in five days from that date (for they always give five days' notice), at such an hour, and in such a place, a certain number of warriors will land on their territory from a specified number of canoes, armed and equipped in such and such a manner ; at which time and place negotiations may be opened, for explanations and the redress of grievances.

The landing, the meeting, and the negotiation, all take place accordingly ; and if the subject of dispute be amicably adjusted, the affair terminates with a banquet, and both parties are satisfied. But if, on the other hand, they fail to agree, "then comes the tug of war." An equal number of warriors meet the complainants, face to face, and "let the hardest fend off." For half an hour they fight like ferocious tigers, dealing out wounds and death without pity or compunction. They then separate, as if by mutual consent, and rest for the remainder of the day ; both parties remaining near the field of battle, burying their dead, and attending to the wants of the wounded.

On the following day, when both parties have declared themselves in readiness, the contest is renewed, with twofold earnestness, and continues twice the time of the yesterday's battle, unless one of the contending parties should give in, and yield the victory to the other. On the contrary, at the termination of an hour's hard fighting, they again separate, lay aside their weapons, and assist each other in burying the dead, and giving relief to the wounded, in the most amicable manner. On the third day the fate of the campaign is decided. They commence the battle in the morning, and continue it until one of the parties is beaten. If it be the invaders, they forfeit their canoes and weapons to the conquerors, who are bound to give the vanquished a feast, and convey them to their own islands in safety, where a treaty of peace is ratified by another feast, which lasts two days. The two islands will then be in mourning for fifteen days, in honour of their friends who have fallen in battle. After this a friendly intercourse is renewed, and both parties pass and repass from their respective islands as usual.

On the other hand, should the invading party prove victorious, the others will accede to their demands, and make the best treaty that circumstances will allow, always ratified by a feast of two days' duration. The prisoners taken during the action belong to the individuals who take them, if their party be victorious ; otherwise they are given up to the conquerors ; but the yielding party are never considered or treated as prisoners, but are honourably used, and sent to their respective homes, as before stated.

The weapons with which these battles are decided consist of spears made of very light wood, and pointed with flint-stone or fish-bones ;

and another kind made of very heavy wood, about sixteen feet in length, sharply pointed, and hardened in the fire. These they will throw to the distance of thirty or forty yards, at a mark the size of a man, and never miss it, generally hitting it near the centre. The points of their weapons are never poisoned; but whether from a principle of honour, or the want of means, I was not informed. Their war clubs are made of a species of wood which much resembles our fustic; being from six to eight feet in length, and about the size of a man's wrist at each end, but smaller in the middle; very smoothly wrought, handsomely proportioned; and, in some parts, elegantly carved. They grasp them by the centre, and exercise with them much in the same manner as an Irishman plays with his "sprig of shilaleh." With this weapon I have seen one man keep half a dozen at bay at the same time. Their slings, with which they generally commence the battle, are made of the fibres of the bark of a tree; and are about three feet in length when doubled. In the centre is formed a very neat saddle for the stone, which is generally the size of a goose-egg; this they will throw from one hundred to one hundred and fifty yards with tolerable precision.

The habitations of these islanders are happily contrived and ingeniously constructed. In size they vary from twenty to sixty feet in length, and from ten to thirty feet in breadth; being only one story high, with angular roofs, neatly thatched with cocoanut and palm leaves, which render them completely water-tight. The sides of the house are covered, during the rainy season, with large mats, made of the same materials, which are put up about the last of November, and removed again about the first of February, and stowed away under the pitch of the roof, in a place constructed for that purpose. Thus, for nearly ten months of the year, the air has a free circulation through all parts of the house, both night and day. When the tight waterproof mats are removed in February, their place is supplied for the pleasant season by a set of open-work mats, resembling, in appearance, the top or staysail netting of a ship, and forming a beautiful substitute for lattice-work. The floors are carpeted with coarse mats, which are regularly washed once a week, at the sea-shore.

Their beds are soft mats, very finely wrought, of which the more delicate and luxurious have several thicknesses or layers, piled on each other. Some of the females who are mothers have baskets, or cradles of wickerwork, suspended to the roof of the house, for the young children to sleep in. They have also a kind of bed or crib very ingeniously contrived for the sick, consisting of a large strong mat, stretched on a frame of bamboo, elevated about eighteen inches from the floor, and furnished with sides of network. These are so contrived, with a hole or opening in the centre, that the patient who is very low need not be disturbed by the necessary calls of nature. Over these cribs, or sick-beds, are suspended large fans, made of palm leaves, which the patient can easily put in motion by a small cord. They also have finely-wrought mats, made expressly to eat from, which after every meal are immediately taken to the water and washed. In short, on the score of personal and domestic cleanliness, these islanders of Bergh's Group excel every race of people I ever saw or

heard of; and my wife frequently tells me, in her playful manner, that for her improvement in the science of housekeeping she is indebted to the lessons she received from the ladies of Bergh's Group.

Their houses are arranged in clusters, or small villages; standing in regular rows, with streets between them, about fifty fathoms wide. Each house has a spacious yard attached to it, surrounded by a bamboo fence, so constructed as to admit a free circulation of the air. In the centre of each village is the residence of a chief, who directs all its affairs in the capacity of magistrate, and to whose judgment all local disputes are submitted; with the right of appealing from his decision to that of the king, or head chief of the tribe.

These islands are moderately elevated, each of them being high in the centre, and gradually descending into beautiful valleys and fertile plains towards the shores, at all points of the compass, with crystal streams running into the sea in every direction. It will easily be conceived that a group of islands thus situated, near the equator, covered with a deep mellow soil, and presenting such features to a tropical sun, must teem with vegetable life in rapid and perpetual succession. Indeed, I doubt if the last word be appropriate where blossoms and ripe fruit adorn the same trees, and even the same branches, interspersed with the same kind of fruit in all its different stages and gradations of existence. Every falling leaf is merely pushed from its stem by a newly formed successor, while the full-seeded plants, grass, and vegetables are compelled to give place to a premature offspring. Spring, summer, and autumn are here in perpetual contention for the supremacy. Winter merely takes a hasty peep at the contest, and retires with an animating smile even sweeter than their own.

Were the inhabitants of these islands only possessed of a little agricultural knowledge, and would exercise it with a tithe of the skill and ingenuity which they display on self-taught arts of less importance, these islands might soon become the richest gardens of the world. I hope and trust that I have been instrumental in laying the foundation of such a desirable revolution. I communicated all the information on the subject which our brief intercourse would permit, through interpreters whose native dialect was so similar to their own that they could converse together without the least difficulty. I also furnished them with a variety of seeds, which they promised to plant and cultivate according to my directions. Among these were, apples, pears, peaches, plums, melons, pumpkins, yams, potatoes, onions, cabbages, beets, carrots, parsnips, beans, pease, &c. I have no doubt but coffee, pepper, sugar-cane, and spices of various kinds would thrive on these islands with little or no trouble.

The thick and heavy growth of the forests is evidence of sufficient weight to prove the richness of the soil which clothes the surface of these beautiful islands. I know that the uplands produce sandal-wood, but in what quantities I was not able to ascertain. A great number and variety of beautiful plants are found in every direction; not only in the valleys and plains, but also on the hills, to their very summits. Many of these were strangers to me, and such, I presume, as are not

generally known in this country. Some of them, I am sure, would be highly esteemed by scientific collectors. The cocoanut and bread-fruit-trees, here grow to an enormous size, and their fruits are much larger and of more delicious flavour than those I have been accustomed to see in other islands of these seas.

The natives of Bergh's Group are blessed with the purest of water, descending in limpid streams from their mountain sources. But they seldom drink it until it has ascended through the invisible veins of the lofty cocoanut-tree, and concealed itself in the centre of its delectable fruit. Thus purified in one of nature's sweetest alembics, they consider it the purest and most wholesome beverage in the world.

The climate here is also delightful, never too hot, nor too cold. Lying in the strength of that aerial current called the north-east trade-winds, these islands are always refreshed with a fine cool sea-breeze, which keeps the atmosphere in a pure state, imparting health, activity, and vigour to every department of animated nature.

Of the animals found in these islands my information is very limited, as I had no opportunity of inspecting the interior. I know that the groves abound with a great variety of birds, all of them beautiful to the eye, and most of them charmingly musical. I saw several reptiles of the lizard family, but none of the serpent tribe. Insects are numerous, gaudy and sparkling, but none of them troublesome. Of minerals we saw none worthy of notice. The waters within the outer reef that surrounds the whole group are swarming with a great variety of excellent fish, which may be taken in great abundance, either with a seine or by hook and line. Shellfish of various kinds, abound among the reefs and shoals, and along the shores, some of which afford rare specimens, surpassing any thing I have ever met with in any other part of the world. I know of no place where the naturalist and virtuoso could procure a richer collection of rare, curious, and valuable shells than at these islands. Pearl oysters are plenty, and those which we obtained of the natives were of the same kind as the Sooloo sea-shell. The green turtle is abundant, but I think that the hawk's-bill tortoise is very scarce, as we saw few in the water, and not much of the shell among the natives.

Biche-de-mer may be obtained here in great abundance, and of a very superior quality, provided the amicable professions of the natives can be depended on, without which it would be impossible to cure them, in which case the time and labour of taking them would be entirely lost. Under favourable circumstances, several cargoes might be taken here, a great part of which would command the highest price, if the specimens we saw are a criterion for judging of its general quality. Some that we found were two feet in length, and eighteen inches in circumference; the meat of which, when the entrails were taken out, would weigh from seven to nine pounds! This is a larger size than any that I have ever seen at the Feejee Islands, the New-Hebrides, Bougainville's, New-Ireland, New-Britain, New-Guinea, New-Hanover, or even at the Massacre Islands.

I have not the least doubt, that a ship built and equipped expressly for a voyage to these islands, for the purpose of procuring pearls,

pearl and tortoise-shell, sandal-wood, *biche-de-mer*, and other valuables, under the conduct of a careful and able commander, would obtain two or three cargoes for the Canton market without having any trouble with the natives, provided they are treated with kindness, and dealt with honourably. For such an enterprise, the necessary articles of traffic are, beads, looking-glasses, tinder-works, axes, hatchets, adzes, saws, planes, chisels, gouges, gimlets, files, rasps, spoke-shaves, hammers, knives, scissors, razors, needles, thread, different kinds of crockery-ware, cheap chintz, and calicoes of bright gaudy colours, and all sorts of trinkets. These articles should all be selected by a man who has a thorough knowledge of the trade.

A ship intended for this trade should be from three hundred to three hundred and fifty tons burthen; built of good materials, of a light draught of water, and a fast sailer. She should also be built on a different construction from any other vessel, and rigged into a barque. She should be well armed, with at least ten double fortified twelve-pound carronades; and two long twelves, and manned with an effective crew of forty or fifty able-bodied men, with a select first-rate set of officers, besides several medical and scientific men. She should also be provided with four brass blunderbusses for each top, with water-tight arm-chests, for the same purpose. Her anchors and cables should be of more than double the usual weight and strength of those intended for any other trade. She should be amply supplied with all kinds of nautical instruments, for ascertaining the exact situation of all the islands and places she might visit, in order that the same may be accurately laid down, for the benefit of others. Above all, she should be placed under the command of a man who is qualified for the business; one who is familiarly acquainted with the peculiar navigations of those seas, and who will study the health and comfort of his men, and the permanent welfare of the natives.

Such a ship, thus prepared for a two years' voyage, and navigated by such a commander, would return an immense profit to the owners. I do not entertain the shadow of a doubt, that an investment of thirty-five or forty thousand dollars, thus employed, would yield a return of at least two hundred thousand dollars. The discovery of these islands has laid open a field for the exercise of commercial enterprise of vast importance, not only to individuals, but to our country at large. The soil is rich, and capable of producing, under proper cultivation, all the vegetable wealth of a tropical climate.

In giving these islands the name of Bergh's Group, I was actuated solely by the desire of adding to the well-earned celebrity of a name which is universally respected by all who have the happiness of knowing the family which it designates. My friend Edwin Bergh is the son of Christian Bergh, Esq., a ship-builder of no inconsiderable eminence, in the city of New-York; and is justly entitled to the honour of having his name engraved in characters that time can never obliterate, on the coral parapet that surrounds the loveliest group of islands in the Pacific Ocean. I claim to be the first discoverer of these islands, and I know their worth. Independent of my own observations, the natives were very communicative to me on the subject

of their natural productions and capabilities, through the interpreters before alluded to, who were natives of Yap, an island which is situated about sixty leagues north-east of the Pelew Islands, the natives of which speak a language almost exactly like that spoken by the inhabitants of Bergh's Group. These men had acquired the Spanish language at Manilla, through which medium my information was obtained.

August 31st.—I am fully convinced that the natives of these islands are more mild, gentle, peaceable, and honourably disposed, than any other savage tribes I have ever met with ; but they are still savages, and from some suspicious circumstances which occurred on Tuesday the 31st of August, I adopted the conclusion that it would not be prudent to trust them too far, well knowing, from long experience, that caution is the parent of security. On the day just mentioned, the Antarctic was surrounded by more than four hundred canoes, in many of which we saw, for the first time, a large supply of war implements. As we had never taken notice of any thing of this kind before, we began to entertain some unpleasant suspicions of intended treachery and impending hostilities ; although, when questioned on the subject, by our natives of Yap, they solemnly denied having any inimical intentions, alleging that they had merely armed in consequence of some apprehended dispute with the negroes.

This explanation was not satisfactory, and as I felt a great reluctance to come to an open rupture with a people to whom I had become so strongly attached, I determined to shorten my visit, and leave them in the course of the day. In the mean time I adopted every necessary precaution for the defence of the vessel. A double sentry was placed in the gangways, on both quarters, and on both bows, with four loaded muskets by each man. Men with lighted matches in their hands were stationed by the brass swivels which were mounted on the rail, and loaded with canisters of musket-balls. They stood with the monkey-tails in their hands, the aprons off, with instructions not to touch a single match to the priming without distinct orders from me, which would not be given unless the natives commenced an attack. Whatever might have been their original secret intentions, they were evidently forcibly struck with the unusual stir and bustle on board the Antarctic ; where the drums were beating, the colours flying, the fifes playing, and the bugles sounding, "with fearful note of dreadful preparation." While our deck was thus enlivened, our gallant tars were all life and activity, paying the most prompt attention to the various duties assigned them. In a few minutes the anchor was at the bow ; and in the next moment, to the astonishment of the gazing natives, the Antarctic's white wings were all expanded at once, even to steering-sails and stay-sails, courteously wooing the breeze, which was wafting her along at the rate of eight miles an hour.

At the moment that orders were given to let fall the sails (the yards and gaffs being at the mast-heads), to sheet home the topsails, and gather aft the sheets of the fore-and-aft sails, the music struck up Yankee Doodle ; and in less than two minutes from the time the anchor came to the bows (all the canvass being still furled), all sail was set,

trimmed to the wind, and the Antarctic was once more gliding over the bosom of the placid lagoon, with all her native grace and beauty.

September 3d.—On Friday, the 3d of September, we passed within about ten miles of the east end of Young William's Group, on our way to Monteverdeson's Islands, at which it was our intention to touch.

CHAPTER VIII.

Monteverdeson's Group—Treachery of the Natives—Attack on the Antarctic repulsed—Wholesome Chastisement—Arrive at the Massacre Islands—Assailed by the Cannibals, who are repulsed with Loss—Fire upon the Town—Beneficial Result—Leonard Shaw, supposed to have fallen in the general Massacre, alive, and liberated from a horrid Slavery—Excitement of the Crew—Purchase of an Island—A Castle in the Air—Suspicious Movements—A brief Sketch of the Sufferings of Leonard Shaw, during a Captivity of more than Fifteen Weeks among the Cannibals.

THE reader will perhaps recollect, that when we left Monteverdeson's Islands, on the 18th of May, as recorded in Chapter VI., the Antarctic was chased several miles by an armed flotilla of canoes, manned by more than five hundred hostile savages. Unwilling to shed the blood of this treacherous misguided people, we left them to their own reflections; hoping that our forbearance on that occasion would teach them a more salutary lesson than a demonstration of our power could have done. In coming to this conclusion, however, we judged them more favourably than they deserved; as they attributed our lenity to imbecility, and our retreat to cowardice; an opinion which only tended to encourage their treachery and increase their audacity and presumption.

September 5th.—In our passage from Bergh's Group to the Massacre Islands, we found it expedient to touch once more at Monteverdeson's Group; and accordingly, on Sunday, the 5th of September, at five, A. M., we were close in with its western end; and at six, A. M., were visited by about two hundred of the natives, in their canoes, without arms. Nothing was said on either side about their unwarranted and unprovoked designs against us, three months before; they pretended to be very sincere in their amicable professions, and we pretended to believe them. They also appeared to be very eager and anxious to trade with us, in which we indulged them, as far as their little stock of trifling curiosities extended. The breeze having now died away to a perfect calm, the vessel was drifted about by a gentle current, which set to the south-west.

The natives remained alongside until five o'clock in the afternoon, when they all took leave of us in a very friendly manner, and paddled towards the nearest island, which was then about three miles to the north-east. When they had proceeded about half-way to the shore, they all suddenly came to a full stop; but for what purpose we could

not imagine. As the sun was about setting, we at first conjectured that it might be some religious ceremony that detained them, such as paying their evening adoration to the departing luminary. Our conjectures and doubts, however, were not of long duration. A party of about three hundred warriors was soon observed to put off from the shore, and join those who were lying on their oars.

In the next moment we could see the new comers hastily distributing war-clubs, spears, bows and arrows, and other offensive weapons, among the traders who had so recently left us with every demonstration of friendship. By the aid of our glasses, we watched these suspicious movements with painful interest. When the arms were distributed to every canoe, we could see them paint their faces red, and adorn their heads with cocoanut leaves and red feathers. They then appeared to hold a short council of war; and in a few minutes after, the whole force started for the Antarctic, with great speed, and in two divisions. As they drew near, we could perceive that their ferocious countenances exhibited a desperate determination to succeed in carrying the Antarctic, or perish in the attempt.

I now repented of my forbearance on a former occasion. I regretted that I did not then lay-to, for a few minutes, and punish their treachery, while we had a fine breeze and daylight in our favour. I regretted it for their own sake; for at that time a slight chastisement would have been sufficient to admonish them of the impropriety of their conduct. But they were now emboldened by our lenity, and the mistaken confidence that they had to deal with cowards. We could not leave them to the enjoyment of their error, for we were perfectly becalmed; the sun had set, and the alternative was life or death. They persisted in their fatal folly, and the result was inevitable.

It is scarcely necessary to say that we were prepared for such an emergency. Every man was at his quarters, ready to receive the impending assault. The guns were double-shotted with grape and canister; the swivels were loaded with canisters of musket-balls; one hundred loaded muskets were on deck, all in excellent order; each of the crew was armed with a brace of pistols, and a cutlass by his side, with a boarding-pike within his reach. Every man was ready to sacrifice his life in defence of the Antarctic; and their enthusiasm was not in the least diminished by the knowledge that the fate of a lady was connected with the result.

The savage warriors advanced in fine order, and with great rapidity; exhibiting in their manœuvres a coolness, tact, skilfulness, and deliberate calculation that I was not prepared to expect, and which would have honoured a better cause. As soon as they approached within close pistol-shot, and by the time that their first volley of arrows was fastened in the empty sails, now flapping in useless drapery against the masts, the Antarctic opened a brisk and well-directed fire, from her great guns, swivels, and musketry; which must have appeared to the assailants as one sheet of flame. Agreeably to previous orders, the pieces were all immediately reloaded as before, but not discharged.

We waited, somewhat anxiously, for the smoke to clear away, in order to ascertain the situation and disposition of the enemy; who, to

our no small surprise, were all in the water, like so many porpoises ! Several of their canoes were literally cut to pieces ; and their implements of war appeared scattered over the surface of the sea, in every direction. The excited crew were blowing their matches, anxious to give them another volley during their confusion. But this I positively forbade, being well convinced that the unexpected cordiality of their reception would more than satisfy the ill-advised assailants. An imploring look, which I construed into a petition for mercy, was cast towards the Antarctic by almost every one of the terrified swimmers ; the appeal was irresistible, and I granted them a respite which they would never have given us, had their diabolical designs succeeded. They hastily got into such of their canoes as were yet fit for service, picked up their wounded, collected most of their scattered weapons, took their shattered canoes in tow, and started for the shore with as much alacrity of exertion as ever they exercised before.

By this time it was totally dark ; and having no wind, we were obliged to keep all hands at quarters during the night ; lest the savages should return with reinforcements, under the expectation of taking us by surprise. At daylight, however, we took a light breeze from east-north-east, and continued on our course to the south and east.

September 9th.—On Wednesday, the 9th, we took the south-east trade-winds, from east-by-south to east-south-east, and fair weather ; being in latitude $3^{\circ} 40'$ north, longitude $158^{\circ} 41'$ east. On the Friday following we crossed the equator, in longitude $159^{\circ} 4'$ east. We found the currents the same as on our former passage through this region ; and on the third day after entering the southern hemisphere, we found ourselves close in with the east end of that group which I had too much reason to call the "*Massacre Islands*."

September 14th.—On Tuesday, the 14th, at 10 A. M., we came to anchor within a quarter of a mile of the beach of that island which had drunk the blood of fourteen as gallant tars as ever sailed under the star-spangled banner of my native country. Our anchor was dropped in ten fathoms of water, directly in front of the village.

The Antarctic had been seen and recognised by the natives on the previous evening ; and long before we reached our anchorage, canoes were seen starting from every island filled with warriors, armed with bows and arrows, war-clubs, &c. ; and before our anchor had clung to the coral bottom for half an hour, the cannibals made a general attack upon the Antarctic in their canoes ; while many of them waded off towards the vessel, on the coral reef, within arrow distance.

They had seen us depart in weakness, on the 29th of May, well knowing how much their perfidious treachery had thinned our crew, and reduced our physical prowess. Ignorant of our present accession of strength and numbers, as not more than twenty men were to be seen at any time above the waist-cloths, they doubtless counted on an easy consummation of the work of destruction they had so successfully commenced at our former visit. Whatever might have been their calculations, they lost no time in making the desperate experiment.

They advanced against us with as formidable a flotilla as the whole group of islands could furnish ; and we awaited their approach with

that kind of ominous stillness which precedes an earthquake, or the bursting of a volcano. They advanced in good order, and deliberately took their stations in different positions around the vessel, choosing such distance as best comported with their ideas of nautical warfare. When they were satisfied in this respect, they saluted us with a shower of arrows, which were well intended, but harmless in effect.

I now gave the word to fire ; and for ten minutes nothing more was heard but one continued roar of cannons, swivels, and musketry. The astounded assailants retreated with the utmost precipitation, trepidation, and dismay. They were scattered like chaff before the hurricane. My officers and men were eager to follow them in our boats ; but to this rash measure I would by no means consent.

It now occurred to me, and the suggestion met the approbation of my officers, that if any one of our missing friends should have happily escaped the general massacre, and be still living among these cannibals, the only effectual means of recovering him would be to commence firing upon the town. We accordingly got springs upon our cable, and in a few minutes opened the Antarctic's battery upon their bamboo village. The roar of the guns, and the unexpected effect which our star and double-head shot produced among their light habitations, alarmed the natives to the extent of our wishes. The eloquence of cannon was too sublime for their nerves, and immediately produced beneficial results.

A small canoe, containing a painted wretch, entirely naked, was seen to put off from the shore, and make directly for the Antarctic. It was vigorously paddled by this individual, whose whole soul seemed absorbed in the effort. Expecting this to be an embassy despatched from the chief with overtures of conciliation, I ordered the firing to be suspended until the messenger had performed his mission. As soon as he came within hailing distance, I demanded the nature of his business ; but what was our astonishment and delight to hear him reply, in our own language, "It is I—old Shaw, come back again !"

The scene which followed beggars description. A suit of clothes was handed him in the canoe, and he was soon on deck. His wasted, emaciated form was lacerated with wounds ; his face, deprived of the bushy whiskers which formerly shaded his cheeks, was bedaubed with paint. In short, he was the spectre of wretchedness, with the exception of his eyes, which were beaming with unspeakable joy. He was embraced, and re-embraced, and wept over by every soul on board the Antarctic ; the most rugged tar of Manilla not excepted. He was greeted as one risen from the dead. It was a scene I shall never forget ; and when I thought how urgently I had been dissuaded against this enterprise by my friends at Manilla, in the fulness of my heart I involuntarily exclaimed aloud, "Almighty God ! I thank thee !" The rapture of that moment cancelled all my previous sufferings—I was repaid a million-fold.

As soon as order and discipline could be restored, Mr. Shaw gave us a brief recital of his escape from the massacre ; his submission and slavery to the savages ; and the unparalleled sufferings he had endured : all which shall be laid before the reader, in his own words,

at the conclusion of this chapter. The revolting particulars filled us with horror; and were almost too distressing for the more sensitive nerves of my wife.

As soon as the crew's strong suspicions of these islanders being cannibals were thus horribly confirmed by an eyewitness, who had seen the monsters roast and eat the flesh of their shipmates, whose skulls were at that moment hanging up as trophies or ornaments at the doors of the several chiefs, their longing for revenge overleaped all bounds, and became entirely irresistible. They seemed to be roused to a state of desperate phrensy, in the ebullition of which subordination and discipline were in danger of being lost in a momentary forgetfulness. The unusual cry of "To arms! to arms!" resounded fore and aft, and was re-echoed from stem to stern. "Let us every man to the island at once, and avenge the cruel fate of our unfortunate shipmates," exclaimed one of the crew. "Spare not a single being that wears the features of that accursed race," cried another. "We will swear to each other," shouted a third, "either to perish to a man, or depopulate this hellish group of islands."

Thus whetting the edge of each other's passion, they were soon wrought up to a pitch bordering on phrensy and infuriated madness; and it was with the greatest difficulty that I could prevent upwards of eighty men taking my boats and landing on the island where their shipmates had been slaughtered, roasted, and eaten. The leading men who urged to this desperate step were the American and English sailors; and the others were not only ready, but eager to follow them. At length, however, I succeeded in quieting them, by mild and gentle reasoning; which I have ever found to be more efficacious with men of true genuine courage, than rash and violent measures.

The first burst of excitement having now in some measure subsided, and the deck of the Antarctic become quiet, all hands were promptly put to their several respective duties: some in tricing up the boarding nettings, others in clearing the decks, and landing the frame of a house on a small uninhabited island about two cables' length from the vessel; while the remainder were employed in mooring the Antarctic, and putting the arms in complete order.

After getting the boarding-nettings triced up, fifteen feet above the rail, fore and aft, the frame landed, and every thing in order, at five, P. M., the music was got on deck, all hands were piped to mischief, and for five hours, until ten, P. M., there was great rejoicing among the crew, on account of the recovery of their shipmate, Leonard Shaw, from his horrible state of slavery. During the greater part of this time I was on the fore-topmast cross-trees, with my spyglass, watching the movements of the natives.

September 15th.—On the following morning we had several communications with the smarting subjects of our summary chastisement, who appeared to be much humbled and cooled by the lesson they had received. They pretended to be convinced of their error, and endeavoured to lull us into a fatal security by professions of future friendship and good behaviour. Their cunning was deep; but had

we suffered ourselves to be deceived by it, we should have deserved to become its victims.

At eleven, A. M., we consummated a negotiation with Henneen, the chief of the Massacre Island, the late tyrannical master of Shaw, for the purchase of the small island on which we had landed the frame of our house, prepared at Manilla, and brought out upon deck. The contract was well understood by both parties, and the transfer duly made. We paid for this island in cutlery, trinkets, &c., according to the stipulated agreement; delivering to Henneen the specified number of axes, hatchets, adzes, chisels, plane-irons, gimlets, spoke-shaves, knives, scissors, razors, looking-glasses, and beads of different kinds. Mr. Shaw, having acquired some knowledge of their language during his captivity, acted as interpreter, and explained every thing satisfactorily to both parties.

At one, P. M., we landed seventy men on our newly-purchased territory, to which we gave the name of Wallace's Island, in honour of that brave and worthy officer, who fell by the hands of the cannibals in the massacre of May 28th, while animating his men to defend themselves like true sons of Neptune. The timber on this island grows to an extraordinary size; two trees of which we selected, as conveniently situated for an important but somewhat novel purpose. From these trees we cut away the tops, at the height of forty-five feet from the ground, the trunks being six feet in diameter near the roots. We then extended floor-timbers from the branches of one tree to those of the other, on which we laid a platform, projecting over every way about six feet, being about twenty-eight feet square. On this platform we erected a house, or rather a castle, arrow-proof and water-tight, sufficiently capacious to accommodate fifty men. Here we mounted four brass swivels, and stationed sixteen of our best men, armed with muskets, who were to sleep there every night. They entered this aerial fortress by means of a ladder, which was immediately drawn up after them.

While the requisite number of men were employed in building this castle, the remainder of the crew were busily engaged in cutting and clearing away the timber in every direction, within bow-shot of the edifice, and in raising the frame of a house for curing *biche-de-mer*. The castle overlooked the north end of this building, which was one hundred and fifty feet in length, forty feet wide, and twenty-five feet in height. Eighty-two men after the first day were on shore every day, diligently labouring, until the castle and house were completed. The trees were cleared away for about two hundred yards back from the castle and curing-house; so that in case of an attack from the natives, we might have an open field and a fair fight for it. These buildings were situated near the shore, about ten yards from high-water mark, directly abreast of the Antarctic. The object of the castle was of course to protect the curing-house and the men at work in and around it.

September 18th.—We continued our operations without molestation until Saturday, the 18th, when the castle was finished; and at six, P. M., the swivels were mounted, and the place garrisoned with sixteen

of our best men, amply supplied with muskets, ammunition, &c., together with provisions and water for one month, in case of its being besieged by the natives.

On the following morning, at daylight, I saw on the Massacre Island about fifty strange canoes, which, Mr. Shaw said, belonged to the other islands; and that he had never known a canoe to stop one night from an island on which it belonged during the whole period of his captivity. He therefore thought that "all was not going on right." Not altogether liking the aspect of these strange proceedings myself, the crew were not allowed to go on shore to work at daylight, as usual; as I thought the lives of my men were of more importance than time. We therefore continued patiently watching the motion of the natives until eight o'clock.

In the mean time, Mr. Shaw gave me a still more particular history of the fifteen miserable weeks of his captivity, which has since been laid before the public in the form of a pamphlet; and with this interesting narrative the present chapter shall be concluded.

A Brief Sketch of the Sufferings of Leonard Shaw on Massacre Island.—"On the 28th of May, 1830, while myself and twenty others were employed on what Captain Morrell has designated the *Massacre Island*, the natives made a determined and too successful attack upon our little band. Seven of the number made their escape to the vessel, and the remaining thirteen met with instant destruction.

"Our little party of six was on the bank, or north side of the island, at work, totally defenceless and unprotected, except by the tools in our hands; our arms, &c. having been left at the house, a quarter of a mile distant. Hearing the savage yell of the natives, which still rings in my ears, and can never be forgotten, we took to the beach, and ran for life. Here we were immediately surrounded by the negroes. Three of my comrades, running the gauntlet, plunged into the water; and the rest of us, not being swimmers, fled again upon the beach. The natives being close in pursuit, my two remaining companions were soon overtaken and killed upon the spot, by ponderous blows with the war-club. I alone outstripped their speed, and changing my course, made directly for the woods.

"Here slackening my pace for breath, the bloodhounds scented their prey, and soon came upon me. Two who were in advance of their party commenced discharging their arrows at me, and I had now no hope of life remaining. However chivalric might have been the effect of my efforts—however dearly I might have sold my life, in a combat for its preservation against the fearful odds of an enraged nation in arms—I could have no hope of final success. Death, in its most horrid forms, was all about me. Still I clung to life, hopeless as the case appeared; and necessity suggested a stratagem to preserve it. Notwithstanding the haste in which I had fled, I had kept the axe with which I had been at work. I sheltered myself behind a large tree, and elevated the axe-handle in the attitude of taking aim with a musket. Knowing the fatal effects of that instrument of death, my pursuers fled from its aim. Making the best of this momentary

advantage, I quickly penetrated still deeper into the recesses of the woods, and eluded their pursuit.

"I had now a little time to recover my breath; and concealing myself beneath some felled trees, began to reflect upon my perilous situation, and devise means of escape. I well knew, if I came within reach of the war-club I must feel its effects, if not instant death. I therefore determined to remain in my retreat until night, and then endeavour to make my escape to the schooner. The hours, though few, passed like ages away, and visions of horror, and hope alternately clouded and lightened my heart. At length, under the shades of evening, I ventured to the beach in search of the vessel, buoyed up with the thought that I had eluded the grasp of the foe, and should soon regain the schooner to relate the tale of those who had perished. But she had gone!

"Despair at disappointment so unexpected unmanned me for a moment, and I inwardly prayed to Heaven for death. My feelings at this crisis, let the reader conceive. Cut off from all hope of relief, nothing to satisfy the cravings of nature but an appeal to the untamed savage, from whom no relief but death could be hoped, and that death one of extreme torture! A momentary thought of self-immolation flashed on my mind; but reason returned, forcing upon me the recollection that the Almighty had *set his canons against self-murder*; and the *fear of something after death* made me relent; and I finally resolved, come weal or wo, to surrender myself up to the natives.

"Thus determined, I bent my steps towards them, with wo in my heart and death in my thoughts. As I approached, I found a large party assembled, and preparations made for a supper. Advancing close enough to observe every motion, my blood curdled as I looked upon the horrid spectacle, and beheld my murdered friends roasting for the feast! I remained in the neighbourhood two or three hours, riveted, as it were, to the spot. My heart bled for the poor fellows; for, though accustomed to the storms and dangers of the ocean, its sensibilities were too delicate to contemplate unmoved a scene like this. The revolting thought that a similar fate awaited myself when in their power changed my previous resolves, and turned my footsteps again to the woods. I summoned all my firmness, and deliberately made up my mind to starve in my hiding-place, rather than trust to the lenity of such ruthless monsters.

"The dread of suffering what I had seen kept me in my retreat four days and nights, when the calls of hunger forced me out in search of food. After some time I procured three young cocoanuts, containing little else than water and shell; and subsisted upon these and the refreshing showers of Heaven until the fifteenth day after the massacre. The weather upon these islands is continually changing, like the April season of our own country; alternate sunshine and showers. My hiding-place, though it sheltered me from the first, exposed me to the latter, and I was, during this time, literally dripping wet. On the morning of the fifteenth day, after cautiously looking to ascertain the safety of the measure, I stretched myself in the sun to dry. This, indeed, was a luxury to me; but alas! how brief.

"I had not been there long before an Indian came upon me, recognised me, fled, and gave an alarm. I followed him to the beach, intending to give myself up and supplicate for mercy. On the beach I met a party of the natives, who had collected at the shout of my discoverer. I fell down on my knees before them, and with tears of anguish streaming from my eyes, entreated them to spare my life. The chief of the party approached, and the others, seeing that I made no resistance, dropped their bows. I did think, for a moment, that mercy was not entirely unknown among them; but the precious thought had hardly passed, when one of the stoutest chieftains gave me a blow on the back of the head with a war-club, and I knew no more!

* * * * *

"In the afternoon, six or seven hours, as near as I could judge, after the wound was inflicted, my scattered senses began to return. I raised my hand to the back of my head, and found my scull was broken to the extent of two or three inches each way. I was faint from loss of blood—disconnected images floated before my imagination—and the most exquisite pains darted through all my limbs. Turning and raising myself a little, I uttered an imprecation upon the barbarians, and prayed to God for deliverance in death; and as my sight returned, my vacant eye rested upon a chieftain before unobserved. On my knees, with uplifted hands, I implored his friendship, and begged him to intercede for mercy in my behalf. I gave him to understand, as well as I could, that I would live with him and serve him as a slave for ever, if he would save me from the vengeance of his clan. He gave some slight signs of assent, and bade me follow him. Rousing all my energies, I stood upon my feet once more and obeyed. After I had been at his house a short time, he filled my wound with warm water, and compelled me to keep my head in a position to prevent its running out, until it had cooled, when the same operation was repeated; and after this was poured out, the wound was filled with sand, and I was placed in a hut by myself, and mercifully suffered to remain undisturbed until the next morning.

"At early dawn I was called up, stripped of all my apparel, and set to work. All the iron and tools plundered from the workshop were produced, and I commenced the manufacture of knives. Being better acquainted with the duties of a son of Neptune than of Vulcan, my progress was slow, and my productions not remarkably well finished; but I did the best I could. I followed this occupation five or six days, and was delighted even in such a relief from their barbarities; so much so, indeed, that I almost forgot my wound, to which no applications had been administered but those I have mentioned. The younger natives, however, gave me a call occasionally, to pass away the time in tormenting me with their gibes and jeers, and irritating and worrying my patience in every imaginable way. But fiendlike as appeared these amusing freaks of the younger savages, they were indeed of service to me, inasmuch as they served to strengthen my nerves and enable me to resist with greater firmness the additional torments which were in store for me. High as my expectations were raised by the raillery of these *keen*

though unlettered wits, I seldom suffered on the score of disappointment. Far different, indeed, were the sufferings I really endured.

“When I had got through the manufacture of the knives, as if determined to have none of my time misspent, arrangements were made for me to visit the principal chief of the whole group of islands. His residence was at an island about five miles distant; and I was compelled to perform the pilgrimage on foot, along the coral reef which connects all the islands; barefooted, over rocks and shells, and my whole body completely exposed to the scorching rays of the sun. It is in vain for me to attempt to give even a faint idea of the anguish I suffered upon that burning day.

“Every step I made left the imprint of my foot in blood upon the rocks and shells, and I seldom made a step upon that cruel strand that did not open a new channel for the purple current to flow from my lacerated feet. How I survived that awful day I cannot tell. Amid the dreadful terrors with which it visited me, I gave up all my thoughts to God, and cried aloud, ‘*Oh, why hast thou forsaken me!*’ But he had not forsaken me, *for he loveth whom he chasteneth*; and I was, with almost superhuman strength, enabled to bear up through my sufferings, and at the latter part of my journey my feelings had become so callous, that I had forgotten all sense of pain, and the whole of my thoughts had flowed into one current—and that current directing my soul in its purest fervency of prayer to Heaven.

“The king came out and met us on the beach, and I was made to humble myself before him, and kiss his hands and feet. After some other trifling ceremonies, which I pass over, those who had me in custody received certain orders, and were then directed to take me back the same night. A chill of horror ran through my veins, and cold drops of sweat started like electricity upon my fevered flesh, as the import of this order was manifested to my bewildered senses. Now I prayed to God for death—*any death*—to save me from the shocking pain of retracing that rugged path I had trodden, and which was marked at every step, from one end to the other, with clotted blood from my feet; and my feet themselves were so woefully butchered that I had given up all hopes of using them again for ever!

“With feelings like these to combat, it required a stouter heart than mine to resist despair, and I involuntarily surrendered myself up to that unhappy influence. Thus I remained until evening came; when the savages, seeing the utter impossibility of my returning any other way, graciously took me back in a canoe!

“The next day my poor body presented a spectacle too appalling for the contemplation of any human heart or eye not used to dwell unmoved on scenes of the severest suffering—of the most heart-rending distress. I was covered from head to foot with smarting blisters, the effect of exposure to the sun in my dreadful journey of yesterday.

“In addition to all this, and as if my cup of woes was not full to overflowing, the younger *devils*—if I may be excused for calling them so—commenced an attack upon my beard and whiskers, pulling out the latter in large bunches; nor would they desist from their hellish sport, until I had, in the extreme agony of my soul, implored of them—

in cries of such searching misery as to reach even a cannibal's heart—the humble privilege of being suffered to perform that exquisite act of torture myself. And at length it was decreed that mercy so far should be shown me. I wore, at the time I was taken, a very large pair of whiskers,—long, full, and bushy; and my beard had grown to a great length, as I had not shaved since I left the vessel. Every hair of both these I coolly sat down to extract with my own hands and a pair of pearl-shells, used as tweezers, rather than submit to the outrageous method in which my unhallowed persecutors had sought to divest me of them. Every twitch with the tweezers drew tears from my eyes; and when the reader recollects the situation I was in, he will readily imagine that the blood flowed freely as I followed the operation. Every pull sent a thrill through my frame like the application of a shower of needles; and while my eyes were streaming with tears, thus cruelly wrung from them, my cheeks, and chin, and lips were clotted with blood. This torture, which I was compelled to inflict upon myself, or suffer it to be more harshly performed by others, occupied four days; and the single act of itself, independent of all my other sufferings, was sufficient to make me curse the hour in which I was born; and as I sat there in my misery, the most pitiable object upon which the sun ever shone, I wept in deepest grief my forlorn condition, as I prayed again and again to a merciful God to take me from such monsters to himself.

“But while all this accumulation of monstrosities was heaping upon me, another, not less barbarous, rendered their effect still more severe. This was *hunger*! I lived only upon the gills, and fins, and bones of fish, after they had passed the table of *Henneen*, the chief whose slave I was; and my allowance of these being insufficient for subsistence, I had pined away to a mere skeleton. Ascertaining that the rats upon the island were feasted and fattened upon the very offals which were denied to me, for the especial benefit of the chieftains, I set to work devising a plan to entrap some of these stall-fed luxuries. I had been given to understand it as a high crime to kill one of them; nevertheless my fortunes were desperate, and I had no hesitation in risking my life one way to save it another. In the darkness of night I entrapped many a fat fellow, and feasted upon him in the silence of my seclusion with more true joy and a sweeter relish than the proudest monarch ever knew, surrounded by all the pomp and circumstance of royalty, when banqueting upon the choicest viands of the world. The rats alone saved me from death by starvation; and as an expression of my gratitude, I freely confess that I have revolted from that portion of the human family who have declared a war of extermination against their degraded race. I testify to the virtues of the species—I have tasted it.

“During my captivity, and amid all my distresses, I was subjected to perform the offices of the most degraded slave. I was a mere ‘hewer of wood and drawer of water’ to the meanest of their clan, and a standing mark for the ridicule and ribaldry of all around me. And it was under these circumstances that I employed every hour of leisure I could steal in cleansing my sorry wound of the sand with which it

had been filled. Some time after it began to heal, a piece of the scull bone came out about two inches in length, and a quarter of an inch in breadth. I took out the sand gradually with my hands, and held my head in a position to catch water in the wound as it rained, to aid me in cleansing it. In this way I got rid of it all in about three weeks, with the exception of a stone about the size of a buckshot, which had forced its way down into the hollow of my neck. This caused me much pain and irritation, and took me, off and on, all of two days to get out. In these operations I had no instruments to assist me; my fingers alone did the work, and to these the sense of feeling was of course the only guide.

"In this way I 'lived, and moved, and had my being' until about a week before the Antarctic returned; a day on which it had been promulgated that I should be killed and roasted for a feast, at sunrise. At daylight I was called forth for the sacrifice, and taken to that fatal part of the island, on the south side, which had already been moistened by the blood of my friends, over whose roasted carcasses the inhuman monsters had rent the air with their shouts of fiendish mirth. All the dread labours of preparation were upon my shoulders—the wood for the fire, the water, fruits, &c., necessary to complete the feast, were brought by my hands; and all the minute and degrading arrangements for the immolation were made by the victim himself. These being completed, the axe—that very instrument at which their coward hearts quailed in the woods—was pointed out to me, and I ordered to sit down by the side of it, and assured that that was to wind up my career as soon as the chief king arrived. As I was prepared for my fate, I received this annunciation with calmness and fortitude, and awaited the happy moment of death with impatience.

"In this condition of things, before the appointed hour of sacrifice, I gave myself up to reflection. Memory for a short time was busy with the past, the present, and the future. The vast ocean was passed; and, like a ray of light, I was wafted to the joyous little group upon the school-house steps of my far off home. Recollection ran through the scenes of earlier life, and brought up afresh the innocent gambols of childhood and youth, when arrayed in smiles of contentment and peace. I looked on this picture of beauty with delight; but as I gazed, it faded away, and memory came back to my desolate state, as a shout from the chieftains restored my senses to the business before us. It was noon, and a messenger brought information that the king was not pleased to attend on that day, and that I, for the present, must be discharged and sent home.

"I cannot say but I was disappointed once in regard to their cruelties, but I do say I thought the disappointment more cruel than the reality could possibly have been, as the latter would have ended all my woes; whereas, if I lived, I knew I must be subject to their continuance. And it was so. I lived in continual torment from that time up to the very hour the vessel arrived.

"After an absence of one hundred and eight days, the Antarctic hove in sight on the 13th of September. The natives first discovered her as she peered in beauty beyond the coral reef, and flew to my hut with

the news. This I apprehended would be the signal for my death, and I endeavoured to convince them that the vessel in sight was not the one to which I belonged; but they were hardly to be convinced that it was possible for another vessel to have discovered them in so short a time. I drew two figures in the sand, one of which I represented as the Antarctic bound on her course from the island, and the other as the one now coming in, and of which I had no knowledge; but my labour was in vain, for they persisted in their belief, and would not be convinced to the contrary.

"The schooner did not come in that night, but anchored off at a distance. While she lay there the emotions that came and went over my heart were both pleasant and painful. It was delightful, after all I had undergone, to feel my hopes of release brightened up even by the precarious chance of escape which the arrival of the schooner presented; but the utter impossibility of carrying such a measure into execution clouded over the prospect, and I settled myself down again in sadness and grief. Thus I passed the night, in fitful dreams of hope and despair—changing with such rapidity that it was a matter of doubt to me which left the deepest impression.

"The next morning all was bustle and preparation—canoes came swarming from all the islands of the group, crowded with warriors—the din of war, with its uproar and confusion, reigned around—and happily, my poor self was entirely neglected and forgotten. Five or six hundred warriors, in canoes, on the reef, &c., commenced a furious attack upon the schooner, as if they intended to demolish her at a single blow; but the well-directed efforts of her commander soon repulsed them, and they returned in disorder, and raving like lions.

"The captain—how fortunate for me!—commenced a regular cannonade upon the island; which, destroying their houses and lives indiscriminately, excited great consternation among them, and led to the measure of sending me to sue for a parley. This having been decided upon, I was brought forth, and desired by the queen to go off and stop the 'booing,' as she termed the thunder of the cannon. Fearing a shower of arrows would be sent after me, I hesitated and expressed my fears as plainly as possible, and *Henneen*, my master, was sent for, and desired to send me on board. He did not like to trust me out of his reach, but I gave him to understand that I would go on board and stop the 'booing,' and come immediately back. And in order to assist his patriotism in sending me away to save his country from destruction, I made him believe I would on no account undertake the mission unless he would consent to my returning to live with him the rest of my life. This bait took admirably, and he assured me that if I returned I should be for ever safe from harm, and the object of his especial care.

"I now began to feel my consequence a little. I stood between my friends and enemies, in a most conspicuous light. To my charge was committed the diplomatic functions of a powerful nation, and I started off to accomplish the object of my mission. Conceiving myself as yet hardly secure from their treachery, after paddling fifty yards, I returned and made my master repeat all his promises and professions, and then embarked in good earnest, with the longest and strongest pulls I could

make for the schooner. When I got beyond the reach of the savages, some imperceptible power seemed to give new strength to my arms and a mighty impulse to my frail bark—the little oar felt like a feather in my grasp, and the canoe ‘walked the water like a thing of life.’

“The fire from the Antarctic immediately ceased as the canoe came off from the shore, and I made directly for the vessel. My form was emaciated and wasted to such a degree, and so defaced with paint of various colours, and my face so completely changed, from the loss of my huge whiskers, that no one on board the schooner could possibly recognise me without hearing my voice. When I had arrived within speaking distance, the captain hailed, ‘Who’s there?’—‘Old Shaw, come back again!’ was my reply, as I looked on the goal I pursued with a heart full of joy to the brim. I soon came alongside, where I received a suit of clothes, put them on, and mounted once more the bright deck of the Antarctic.

“And what a scene was here!—the captain and his good lady clung round my neck and wept for joy; and all the crew received me with a welcome so generous, so cordial, and affectionate, that all my woes were for the time forgotten,—and the scene, the occasion, and the bliss are so engraven upon my memory, that they can only be effaced when the last spark of life is extinct.

“The whole of these islands are under the absolute sway of a single chief. Each of the separate islands has a subordinate chief, with many others dependent on him. I could discover among them no trace of religion—no appearance of any thing like a reverence for a superior power. The chiefs indulge in polygamy, but the generality of the men have but one wife. The women are reserved and chaste, their husbands killing them without any scruples on the least suspicion of infidelity. As I saw but few children during my captivity, it is my impression they kill them all except those of the chiefs. Their huts are simple, and constructed of bamboo, and covered with cocoanut leaves.”

CHAPTER IX.

Massacre Islands—More Treachery—Wallace’s Island invaded—The Castle attacked—The Assailants defeated—Henneen slain—Massacre Island evacuated by the Natives—The Antarctic’s Crew land—Interment of the Martyrs’ Sculls—Holmes’s narrow Escape—The Enterprise abandoned—Sail for Bouka Island—St. George’s Channel—New-Ireland—The Natives—Fertility and natural Riches of the Country—New-Britain—Dampier’s Island.

THE suspicious movements alluded to in the last chapter continued to engage our attention until eight A. M., when Henneen, the chief of the Massacre Island, came off to the edge of the reef, to offer us some fruit, which he had been in the habit of doing four or five times every day, since our purchase of Wallace’s Island; and we had always sent

a boat in, to receive his fruit, and pay him for it. Suspecting some treachery, however, on the present occasion, I would allow no boat to meet him. He remained there, holding his fruit up to view, for about a quarter of an hour; when, finding no preparations on foot to meet him, he started for Wallace's Island.

This circumstance surprised us not a little, as not one of the natives had landed on that island since we first took possession of it. In the next moment, to our utter astonishment, we saw about one hundred canoes put off from the back side of the Massacre Island, and all steering for Wallace's Island, in order of battle. Their object was now too manifest to be mistaken, and we took our measures accordingly. The guns of the Antarctic were immediately run out; and without the least noise, our preparations were in a moment completed.

Henneen was the first to reach the island and the first to land, which he did on the beach directly in front of the castle. The instant his foot had touched the sand, he gave the horrid warhoop; and the echoes of the infernal yell were still busy, when, with an answering shout, out darted from the thicket in rear of the castle two hundred painted devils, armed with bows and war-clubs! These must have secreted themselves there the night before, unperceived by our look-out at the castle, which was now about to be assailed on two sides at once, in front and rear. When the assailants had advanced to within one hundred and fifty yards of their object, they opened upon it with their archery, and showers of arrows rattled on its roof and sides like a squall of hail. They still advanced, and still discharged their arrows, with deafening yells, and looks of desperate ferocity, till within fifteen yards of the yet silent battery, the sides and roof of which were now sticking about three thousand arrows.

Obedient to previous orders, in anticipation of such an emergency, our men in the garrison were careful not to waste their ammunition, but waited for the savages to come to close quarters, some of them being within forty feet before a gun was fired from the fortress. The swivels and muskets then spoke to some purpose; while the Antarctic opened her larboard battery on the canoes, which were all between her and the now blazing castle. The savages had not anticipated such a terrific reaction; desperate as they were, they could not stand the fury of the shock; but hastily gathered up their wounded, and part of the killed, and made a precipitate and disorderly retreat, leaving many of their war-implements scattered about the field.

The roar of our cannon, echoed and re-echoed as it was from every island in the group, evidently terrified the savages more than the mysterious fall of their companions. Unlike their arrows, our messengers of death were invisible—"unseen, but felt," and their fatal effect was naturally attributed to the awful bellowing of the blazing engines, instead of their contents; as some people tremble at a peal of thunder, who are unmoved by the lightning's flash. They considered themselves in danger so long as they could hear the sound of our guns; which, it being perfectly calm, fairly made the forests tremble, as it reverberated through the islands, and died away among the distant coral reefs. Great numbers of them took the water, like terrified seals, and sought

for safety by plunging beneath its glassy bosom, leaving their canoes to the management of one or two men in each, who happened to be gifted with stronger nerves. As self-defence was our sole object, we of course had no motive for molesting or retarding their retreat, but wished them "God-speed," from the heart.

Our attention was now attracted by a display of the American flag from one of the posts of the citadel, bristling with arrows as thickly planted as they could stick. This symbol of triumph was hailed with three hearty cheers from the Antarctic, which was instantly responded to by our brave lads of the "castle in the air," while their drummer and fifer struck up the cheering national air of *Yankee Doodle*. After which, in honour of the brave British tars, comprising a respectable portion of our crew, they played "*Rule Britannia*."

Our boats were now immediately lowered, and all hands, with the exception of the boatswain, gunner, and the first officer, landed on Wallace's Island. Here, on the beautiful garden-spot we had cleared, instead of tender plants and flowers, springing from the virgin soil, we found horrid vestiges of the recent conflict; the ground being covered with the crimson clotted blood of these obstinate, infuriated savages. They had dearly atoned for their treachery; the manes of our massacred friends were surely appeased—for their deaths had been fearfully avenged! But revenge was not our object; this bloody business was not of our seeking. Two men only were wounded on our part, by arrows which penetrated the ports. Their names were George Burns and William Hughes; both English seamen.

We now turned-to, and made up for lost time, in finishing our curing-house, and clearing away the forest still farther back, in rear of the castle. Burns and Hughes were taken on board the Antarctic, where their wounds were dressed; one of them being wounded in the head and the other in the leg. Neither of their wounds, however, was dangerous, and in a few days they both returned to their duty.

September 19th.—On Sunday, the 19th of September, at eight, A. M., that archfiend of treachery Henneen, chief of the Massacre Island, came off again to the edge of the reef, as he had done the morning before, previous to the attack; and with his usual pretensions of friendship, offered us fruit, calling for Shaw to come with the boat and meet him. The small boat was accordingly sent in, well armed (a precaution which we had never taken before), with orders to shoot him if it should appear that he meditated treachery. Our boat pulled in close alongside of this reckless villain's canoe, where was seen his bow lying across her, with a bearded arrow fixed to the string, ready to be discharged in a moment. In the next instant he seized it, and was in the act of taking a deadly aim at the cockswain in our boat, when the latter raised his piece, and put a sudden stop to the career of this unprincipled wretch; by which act he doubtless saved his own life and that of his companions.

In his hurry and anxiety to pull the trigger before the twanging of the bowstring, the cockswain's aim was not so exact as he intended. The wound was mortal, but not instantly so. Simultaneously with the flash of the musket, a fleet of canoes put off from the *Massacre*

Island, which was not more than two hundred yards' distance, to protect their chief. In the confusion of this critical moment, the men in our small boat lost one of their oars, which occasioned them so much embarrassment as induced us to send in the two large boats, armed with swivels and musketry, to protect the yawl. A smart engagement ensued, which lasted about a quarter of an hour, when the savages were driven back to their island, but not without the body of Henneen, who breathed out his treacherous soul before they reached the beach.

The death of their chief spread such terror and dismay among the savages of the Massacre Island, that the inhabitants all precipitately fled from the place; so that by two, P. M., not a man, woman, or child was to be found upon it, but all had sought refuge on some others of the group. All hands were immediately broke off from their work, and landed on the evacuated island, where we found the skulls of five of our unfortunate crew, hanging at the door of Henneen's residence, as trophies of his too successful treachery and barbarity. The remainder of the afternoon was devoted to the melancholy ceremony of burying them, which was performed with all due solemnity; the colours of the Antarctic being at half-mast, minute guns fired, and a dirge or death-march played to and from the place of interment.

September 28th.—On Monday, the 28th, our building on Wallace's Island was completed; when we commenced collecting and curing biche-de-mer; and had it not been for the continual attempts of the natives to attack our boats and harass the men engaged in collecting this valuable article from the coral reefs, we should have succeeded in procuring a very handsome cargo in the course of a few months. Under such disadvantages, we continued our operations, perpetually assailed and harassed by the natives, day and night, without any intermission, or any indications on their part of a desire to come upon terms of amity with us again.

October 28th.—On Thursday, the 28th of October, we found that the natives were once more lying in ambush for our men. At four, P. M., one of the crew, Thomas Holmes, being on shore at the Massacre Island, filling some water-casks from a spring, was suddenly surprised by fifteen of the natives, all of whom instantly aimed their pointed arrows at his breast. At the same moment Holmes presented his musket, which caused them all to drop down upon their haunches. Perceiving that this manœuvre produced the desired effect, he held his fire, slowly retreating backwards towards the shore, with his piece still ready for an aim. The natives continued to follow him, and several times attempted to discharge a volley of arrows; but he as often presented his piece, which invariably caused them to squat upon the ground.

In this manner Holmes continued manœuvring, without discharging his piece, or giving them an opportunity of notching their arrows, until he reached the edge of the beach; when, fearful of his eluding them entirely, and effecting his escape, they made a furious rush upon him, which compelled him to pull the trigger, and their leader fell, just as he was on the point of discharging an arrow. This was the brother of the treacherous Henneen, whose death he was thus seeking to

avenge. A buckshot entered his heart, and two others, who were wounded by the same discharge, fell to the ground. Our gallant tar then retreated as fast as possible; but before he had got beyond bow-shot distance, he found that the remaining twelve were aiming their arrows at his body; upon which he again presented his musket, which produced the same effect as before; and before they could recover themselves he was beyond the reach of their arrows, being taken up by a boat sent to his assistance from Wallace's Island. Had he discharged his musket when first surprised at the spring in the forest, he must inevitably have fallen a prey to those ferocious cannibals. His presence of mind was fortunately equal to the emergency, and the Antarctic was not deprived of the services of this brave British seaman.

We now gave up all hopes of procuring a cargo of *biche-de-mer* at this group of islands, on account of the unappeaseable vindictiveness and incessant hostilities of the natives, combined with our scarcity of provisions. We therefore took on board what we had collected and cured, which was about two hundred piculs; a picul being $133\frac{1}{2}$ lbs. avoirdupois. We then set fire to our houses, and bade a final adieu to this inhospitable race of islanders.

November 3d.—This was on Wednesday, the 3d of November, 1830; when, at four, P. M., we took our leave of the Massacre Islands, which had caused me so many anxious days and sleepless nights, with the loss of thirteen of my brave crew, butchered without provocation or suspicion of hostilities. Incidents like these become too deeply impressed upon the mind ever to be eradicated. We steered away to the westward, for Bouka Island, lying off the north end of Bougainville's, with a light breeze from east-south-east, and fair weather. At six A. M., on the following morning, the north end of Bouka was in sight, bearing west-half-south, distant five leagues. A light breeze springing up, we soon gained the north coast of the island, where we were visited by many of the natives, who showed the same treacherous and warlike disposition as the savages of the Massacre Islands. Their personal appearance, character, manners, habits, and customs, as well as their war implements and fishing utensils, are similar in every respect; but their canoes are much larger, and go very swift with the paddles, when they have their full complement of men on board, which is from fifteen to forty-five, according to the size of the canoes.

It is worthy of remark, that between the Massacre Islands and Bouka we saw many large shoals of sperm-whales, which were feeding, and appeared to be perfectly tame. This, I have no doubt, would be good whaling ground for fast-sailing ships that are well armed, after the season is over on the coast of Japan. But they must carefully avoid all boat communication with the natives, and never send the boats after a whale while the natives are alongside, or when they are on the water with three or four canoes, at any considerable distance from the shore. Their canoes are much swifter than any whale-boat, and they are ever on the alert to cut off such boats as are beyond gun-shot from the ship; which is easily effected when the wind is

light, or in one of those calms which are so common in the vicinity of these islands.

On examining the north and west coast of this island, we found it bordered with coral reefs, and rich in the articles of *biche-de-mer*, pearl-shell, and the hawk's-bill tortoise. The upland parts of the island produce sandal-wood, which must be of the best quality, judging by a specimen I examined in a paddle we procured from one of the canoes. Having satisfied ourselves on these particulars, we shaped our course for the south end of New-Ireland, which we reached on Thursday morning, the 4th of November, at five, A. M., when we were close in with Cape St. George, in lat. $4^{\circ} 48' S.$, long. $152^{\circ} 46' E.$

November 4th.—We continued on our passage through St. George's Channel, which is formed by the west side of New-Ireland and the east side of New-Britain. This channel or strait has been justly represented by Captain Carteret as being the most beautiful passage ever formed by nature. The lofty hills on each side, which appear to tower above the clouds, are covered to their very summits with forests of gigantic growth. These mighty eminences, in their gradual descent towards the shores, gently decline into an undulating surface of plains and valleys, swelling mounds, level lawns, and meadows of the deepest green. These are intersected with crystal streams, and interspersed with groves of the richest foliage; fruits, flowers, plants, and herbs, besides many highly valuable drugs and minerals. Among the vegetable productions of larger growth is the sandal-wood; which, as if conscious of its innate worth, is only found in the most elevated situations, where it grows spontaneously. The less aspiring ebony is content with an humbler station, where it is surrounded by many valuable die-woods, and woods of various kinds suitable for fine cabinet-work.

But the richest production of these two islands, New-Britain and New-Ireland, is the nutmeg-tree, which grows spontaneously, to an immense size, in many parts of the interior.* Were the natives taught

* The nutmeg-tree (*Myristica Moschata*) is a native of the Moluccas, but has been transplanted to Batavia, Sumatra, Penang, &c. An inferior and long-shaped nutmeg is common in Borneo; the tree is also met with in Cochin China and New-Holland; but the fruit nowhere attains to the same perfection as in the Moluccas. Of the several varieties of the tree, that denominated the queen nutmeg, which bears a small round fruit, is the best. The kernel, or proper nutmeg, is of a roundish oval form, marked on the outside with many vermicular furrows, within of a fleshy farinaceous substance, variegated whitish and bay. Nutmegs are frequently punctured and boiled, in order to obtain the essential oil; the orifice being afterward closed: but the fraud is easily detected by the lightness of the nutmeg.

Nutmegs should be chosen large, round, heavy, and firm, of a lightish gray colour on the outside, and the inside beautifully marbled; of a strong fragrant smell, warm aromatic taste, and a fat oily body. They are very subject to be worm-eaten. The best manner of packing them is in dry chunam. The oblong kind, and the smaller ones, should be rejected.

The dried produce of a nutmeg-tree consists of nutmeg, mace, and shell. Supposing the whole produce to be divided into one hundred parts, there are $13\frac{1}{2}$ of mace, $33\frac{1}{2}$ of shell, and $53\frac{1}{2}$ of nutmeg. In the ancient commerce, and down to the establishment of the Dutch monopoly, nutmegs were always sold and exported in the shell. The natives, whenever the commerce is left to their management, continue the practice, which is strongly recommended by Mr. Crawford.

The jealous and miserable policy of the Dutch has reduced the trade in nutmegs to a mere trifle, compared to what it would otherwise have been. They have, in so far at least as it was possible, exerted themselves to exterminate the nutmeg plants everywhere except in Banda. They bribe the native princes of the surrounding islands to root out the trees; and annually send a fleet to see that the work of destruction has been effected, and that the bribes have not been bestowed in vain. To engage in an illicit trade in spices is *death* to an inferior person, and *banishment* to a noble; and yet, notwithstanding these tremendous penalties, it is supposed that about 60,000 lbs. of nutmegs, and 15,000 lbs. of mace, are clandestinely exported each year! In Banda the aboriginal inhabitants have been expatriated, and the island parcelled among settlers from Holland, under the name of

to transplant this tree and cultivate it properly, they could soon supply any demand which might be made for its fruit. The population of these islands is small, but the inhabitants appear to be intelligent; and were they to introduce the pepper and coffee plants, I have not the least doubt that long before another century elapses, they would become the richest islands of the eastern world. The climate and soil are unequalled in excellence, and admirably adapted to each other.

But independent of the natural riches of the land, the waters around these islands are also tributary to their aggregate wealth; the richest treasures of the deep abound on their shores. The *biche-de-mer* resorts to their coral reefs in immense numbers; the pearl-oyster, equal in quality to that of the Sooloo sea, is found in moderate depths of water; and the hawk's-bill tortoise, yielding the most valuable shell ever imported from India, frequents the beaches in thousands. The red coral is also found here; and ambergris, the richest production of the ocean, is washed up from the bottom of the sea, and landed on many parts of these islands, as well as on others of far less magnitude, which lie in their immediate vicinity.

In the course of the day we hove-to several times, to permit the canoes from New-Ireland to come alongside with their cocoanuts, plantains, bananas, yams, and fowls, which we purchased for small pieces of iron hoop, and a few China beads. These people are of a dark copper colour, bordering a little on the negro black. They are of the common stature, with round bodies closely built, and a full share of muscular energy. Their heads are well formed, with high smooth foreheads and black curled hair, which is longer and softer than that of the natives of Madagascar. Their countenances are generally intelligent, and expressive of considerable mental capacity. Their eyes are black and penetrating, the nose well formed, lips moderately thick, parting sufficiently to exhibit a fine set of white teeth, and their limbs are well proportioned for strength and activity.

Their canoes are formed in the same manner as those of Monteverdeson's, but are much larger; some of them being from eighty to ninety feet in length, and carrying from seventy to eighty men each. These are their war-canoes, they having smaller ones for fishing and

park keepers. These persons, who may be turned out of their farms on the most trifling pretext, have about 2000 slaves, who cultivate and prepare the nutmegs. The prices paid to the cultivator are all fixed by government; and it deserves to be mentioned, as affording one of the most striking illustrations of the ruinous effects of monopoly, that the fixed price which the government is now obliged to pay for nutmegs is *five times greater than the price at which they bought them when the trade was free!* Such is a rough outline of that monstrous system, which has reduced what used to be one of the most important branches of Eastern commerce so low, that it is unable to afford employment for the capital of a single wealthy merchant. We cannot conceive how so enlightened and liberal a government as that of Holland should continue to tolerate such scandalous abuses; abuses destructive alike of the rights of those subjected to its authority in the East, and the commerce and wealth of its subjects at home.

The Banda Islands, at a fair estimate, produce annually about 640,000 lbs. of nutmegs, and 160,000 lbs. of mace. During the period that the English had possession of the Spice Islands, nutmeg plants were carried to Penang, Bencoolen, and some of the West India islands. In the latter they have altogether failed, at least as far as respects any useful purpose; but very good nutmegs, and in considerable quantities, are now raised at Penang and Bencoolen. The mace is a thin, flat, membranous substance, enveloping the nutmeg; of a lively reddish yellow, saffron-like colour, a pleasant aromatic smell, and a warm, bitterish, pungent taste. Mace should be chosen fresh, tough, oleaginous, of an extremely fragrant smell, and a bright reddish yellow colour—the brighter the better. The smaller pieces are esteemed the best. The best mode of packing is in bales, pressed close and firm, which preserves its fragrance and consistence.

other ordinary purposes, like those of the Massacre Islands. All of them are filled with out-riggers, like those of Bergh's Group, being made of the like materials. Their war-canoes are very swift; but they seldom use sails. The dress of these natives (I mean such as are married, for all others go entirely naked) consists simply of a small tapper, about eighteen inches wide, woven from the fibres of the cocoanut-tree bark, which they wear around the hips. Their fishing gear is made of the same materials as their dress, and very ingeniously manufactured. The bow and arrow are seldom used by this people; their principal weapons being the spear, the war-club, and the sling. With the first and last they are highly expert, and exercise them with a great deal of dexterity.

We had frequent communications with the natives of New-Ireland; we also landed on some uninhabited parts of their coast, and penetrated into the forests for a considerable distance. In these rambles we saw a great variety of birds, some of exquisite song, and others of beautiful plumage—seldom both combined; but they were all perfectly tame. A very extensive and highly valuable collection of specimens might be made on this island by a practical ornithologist, without much labour or difficulty. Of quadrupeds we saw none but hogs and dogs, the most of which were running wild. We met with several different kinds of serpents, but none that are common to our country. Insects cannot be very numerous, as we saw but few.

Wood, water, and fruit of the best quality may be obtained with ease at any of the harbours on the west side of the island; and in some of the ports you may purchase hogs and poultry at your own price. The waters are teeming with fish of the greatest variety and the most delicate flavour; all of which are easily caught. Nature, in fact, seems to have lavished her favours on these islands in the greatest profusion, every thing growing spontaneously; the hogs and the birds being the principal agriculturists—the former breaking the surface of the soil, and the latter dropping in such undigested seeds as may have been taken into their bodies with their food. The natives neither plough nor dig. Their bread grows upon trees in abundance, and their drink is the delicious milk of the cocoanut. They live like those of the golden age, which poets dream of, when

“The yet free earth did, of her own accord,
Untorn with ploughs, all sorts of fruits afford.”

“When rivers ran with streams of milk, and honey dropped from trees,
While earth unto the husbandman gave voluntary fees.”

November 6th.—On Saturday, the 6th, we steered for the north cape of New-Britain, with a fine breeze from south-east, and fair weather. At four, A. M., we passed Cape Stephen's, within two miles of the shore, and hauled immediately in to the south, to examine the north shore of New-Britain. While cruising along this coast, which is indented with numerous deep bays and spacious harbours, we were visited by many of the natives, whose persons, manners, habits, and customs are very similar to those of New-Ireland; but their character is much more savage and hostile. This island is very thinly populated; but

as respects richness of soil and beauty of appearance, it is every way equal to its neighbour, on the eastern side of St. George's Channel. Its vegetable and animal productions are the same; but its shores are much more abundantly supplied with the rich treasures of the deep. Its coasts are surrounded with many small islands in the offing, and it is encircled with coral reefs from two to ten miles off-shore, with narrow passages between them. This renders the navigation difficult and dangerous, and demands every precaution from navigators who are not familiar with these seas.

As the coral reefs, when the weather is clear, show themselves best at night, we made the most of our distance while the sun was below the horizon; lying-to in the daytime, and holding intercourse with the natives. Otherwise I should have taken charts of these islands, and their surrounding reefs and shoals; which, if appended to this work, would have rendered it more useful to the nautical reader. Should I ever again be favoured with the command of a vessel to this part of the world, I shall make it a point to execute charts of all these islands, and present the same to the public on my return, for the benefit of other navigators. In the mean time, I can recommend Arrowsmith's charts of these seas, as the most correct of any that have ever yet been published. Had I kept a journal with a view to publication, a thing I never contemplated until I returned from my last voyage, when my friends urged me to the measure, I could perhaps have produced a volume much more interesting and valuable than the present. As it is, I hope this humble attempt will be taken as an earnest of my wish to be useful to my country, and the cause of nautical science.

We continued running alongshore to the west, keeping the mainland close on board, and having a few little squabbles with the natives, which no prudence or forbearance on our part could prevent. The Antarctic set so low in the water, and made so small an appearance on the surface, that most of the different tribes with whom we fell in, ignorant of the effects of gunpowder, had an idea that they could take our vessel with very little trouble. The only method we used to convince them of their error was a little *loud speaking* from the mouths of our cannon, without any *arguments* sufficiently heavy or sharp to break the skin. Finding that the report, without the shot, produced the desired effect, we were happy to save the latter, and avoid shedding the blood of this poor ignorant race of men.

November 11th.—On Thursday, the 11th, at eight, A. M., we were close in with Cape Gloster, which is the north-west extremity of New-Britain, and the eastern shore of Dampier's Strait, through which blew a fine breeze from about south-east. We stood to the westward across the strait, and at eleven, A. M., were close in under the northern shore of an island of considerable size, that lies nearly in the centre of the strait, and which I shall call Dampier's Island, in honour of its discoverer; although some navigators have already named it Rook's Island. We were soon visited by several canoes filled with natives, who approached the vessel with great caution; and it was not until we had showed them some knives and beads that we could persuade them to come alongside.

They at length ventured to approach, and appeared to be very much surprised at all they saw ; the size, shape, and rig of the vessel ; but above all, the iron of the chain-plates took their fancy, and they exerted all their strength and ingenuity to get it off with their hands. Having the mortification of failing in these attempts, they next turned their attention to the anchors on the bows, the chain cables that were attached to them, and the eye-bolts in the vessel's sides. Finding every thing too fast or too heavy for their purpose, they next attempted to cut the chain cables with their stone axes, which were made of a species of jasper. Baffled in all their futile attempts to acquire property unlawfully, they now condescended to resort to honest traffic, disposing of their fishing-gear, war implements, a few pearl-shells, and some tortoise-shell knives and shovels, of very excellent quality. They also gave us to understand that there was plenty of the pearl-oysters to be had around these islands, by diving for them ; and to convince us that the tortoise visited their island, they presented us with a sufficient quantity of their eggs to fill a bucket, and these had evidently been gathered but a short time.

These people are like those of New-Britain in their appearance and manners ; but their war implements are made with much more neatness, which bespeaks them a warlike people. Their spears are about sixteen feet in length, handsomely carved and tapered ; one end of them is ornamented with a bird of paradise, well stuffed and preserved, which gives them a showy and tasteful appearance. They are made of a kind of black ebony. Their war-clubs, which are made of a material resembling tick-wood, are about four and a half feet long, with a two-edged blade at one end, and the carved head of a savage at the other, the whole very ingeniously and tastefully executed. They are also very expert with the sling, which they use with great dexterity and exactness.

These natives are tattooed about the body ; and they are the first that we had seen, since leaving the Massacre Islands, who chew the betel-nut and chumum. Dampier's Island has a beautiful appearance from the seaboard, being considerably elevated in the centre, and running off with a regular and gradual descent towards the sea, at all points of the compass. The whole surface of this island, even to its highest elevation, is covered with one continued forest ; with the exception of a few yam plantations, which are laid out on the most moderately elevated places. The inhabitants are very numerous, in proportion to the size of the island. Their villages all stand near the seashore, and are pleasantly shaded by the lofty and majestic coconut and bread-fruit trees. From the appearance of these men, I think that in case a ship should touch at this island, without being well armed and manned, there would be great danger of her being cut off, especially if she should come to anchor.

CHAPTER X.

New-Britain—New-Guinea—Dekay's Bay—Description of the Natives—Natural Productions—Birds of Paradise—Requisites for a Voyage thither—Livingston's Cape—Burning Mountains, with Volcanic Eruptions—Cape Woodbury, and Woodbury Harbour—Another new Discovery—The Antarctic attacked—The Natives astonished—Sunday and Monday taken—Return to Manilla—Health and Fidelity of the Crew—Directions to Ship-masters—Importance of Cleanliness and wholesome Food—Vegetable Acids, &c.

ACCORDING to some navigators, that part of Australasia which is called New-Britain comprises, not only the island of that name, which we coasted in the last chapter, but also New-Ireland, New-Hanover, the Admiralty Islands, and several others of smaller size and inferior note. Dampier first discovered this archipelago in 1699, and afterward ascertained that it was separated from Papua, or New-Guinea; and Carteret, nearly seventy years afterward, in 1767, proved that the island of New-Britain was also cut in twain, by a strait through which he sailed, and which he named St. George's Channel. A feeble description of this channel was attempted in the last chapter. That portion of New-Britain which lies on the eastern side of this delightful passage he called New-Ireland.

The situation of the whole group has never been very accurately ascertained, and I had little opportunity of throwing any new or additional light upon the subject. On the most approved charts, however, the northern limits of these islands are placed about ninety miles south of the equator, and their southern boundary in latitude $6^{\circ} 0'$ south, while their longitudinal extent is from the meridian of $148^{\circ} 0'$ to $153^{\circ} 0'$ east.

This group of islands is separated, by Dampier's Strait, from another island of great magnitude, called Papua, or New-Guinea, lying to the north of New-Holland, from which it is divided by Torre's Strait. The island of Papua, or New-Guinea, is as yet but imperfectly known; but as it is generally delineated, it extends from longitude $130^{\circ} 0'$ to $150^{\circ} 0'$ east, and from the equator to latitude $10^{\circ} 0'$ south. This geographical extent presents an island of very great magnitude, stretching fourteen hundred miles from east to west, with a mean width of at least two hundred miles. In size it is supposed to surpass Borneo, which lies upon the equator more than twenty degrees farther west.

Of all Australasia, it is supposed that some portion of New-Guinea was the earliest discovered by European navigators. Don Menezes, a Portuguese officer, in the year 1526, wintered in a port immediately north of it, and probably in one of the islands close to it. The Spanish navigator Saavedra, in the following year, discovered the land of Papua, or the adjacent islands; and conjecturing that the country which he saw abounded in gold, he called it the *Isla del Oro*. He

found the natives black, with short curled hair, and going entirely naked. But their civilization, even then, he says, far exceeded that of the most of the present natives of Australasia; for they had not only swords of iron, but other arms of the same metal.

In the year 1543, Ruy Lopez de Villalobos ranged along the same coasts, and being ignorant of the country's having been previously visited by Europeans, he conferred upon it the name of New-Guinea. He represents the country as having an inviting appearance; and he anchored in several ports, where he obtained wood and water. Seventy-three years afterward this country was visited by two skilful navigators, Le Maire and Schouten, who anchored in a bay where two villages stood on the shore, and had different interviews with the natives, from whom they obtained small quantities of provisions. They represent the natives as being all afflicted with disease or some personal defect, such as lameness, blindness, &c. "These people," say they, "are the true Papoos, with black, short, and curled hair; wearing rings in their ears and noses, and necklaces of hogs' tusks; a wild, strange, and absurd people, curious to see every thing, and active as monkeys."

I have introduced the foregoing particulars in this place, because the reader is now to be informed, that on the 12th of November, at five, P. M., the Antarctic was on her way to this coast, from Dampier's Island, sailing at the rate of thirteen miles an hour, on a sea which was smooth as a mill-pond, rendered so by the current that set through the strait towards the north-west, at the rate of four miles an hour. At six, P. M. we were within one mile of the north shore of Long Island, which is about the same size as the one we had just left, Dampier's Island, but not so much elevated. We saw a few scattering huts along the banks of the seacoast, and a number of natives about them, who made signals for the vessel to stop. But the wind coming off from the land in strong gusts, and wishing to get clear of the island before dark, we continued on our course to the westward, until we had cleared the western end of Long Island; when we immediately hauled in to the south, for the north-east coast of New-Guinea, or the island of Papua.

I feel it a duty in this place to put mariners on their guard, by stating that there are many dangerous coral reefs around the two last-mentioned islands; some of which extend several miles into the sea. There is also a dangerous reef running off in a northerly direction from Cape Gloster, about six miles. The reader has already been apprized that this cape is the north-west extremity of the island of New-Britain. In cruising among these islands and seas, the lead and line are of no use, as all the shoals and reefs are formed of coral, and rise from the unfathomable depths of the ocean, almost as perpendicular as a stone wall. The only safeguard against such dangers is a good look-out from the mast-head.

November 12th.—At four, A. M., on the following morning, it being Friday, the 12th, we were, to appearance, right under the towering mountains which distinguish the north-east extremity of the island of New-Guinea, and which seemed to be actually hanging over the deck

of the Antarctic, although we were, at that time, full five miles from the land. When daylight appeared, and dispersed the gloomy shades of night, we found that we were in front of a very deep and spacious bay, to which I have given the name of Dekay's Bay, in honour of that highly distinguished and scientific ornament of the medical profession, Dr. James E. Dekay, of the city of New-York. The centre of the entrance to this bay is in latitude $5^{\circ} 39' S.$, long. $146^{\circ} 2' E.$

There are many Indian villages around the shores of Dekay's Bay, and the inhabitants are quite numerous. Many of them came off to the vessel in several large canoes, with the usual articles of barter, cocoanuts, bread-fruit, plantains, and shells. They were negroes of a large stature, and some of them appeared to possess considerable acuteness. Their features are coarse and ugly, and the expression of their countenance is a mixture of ferocity, malevolence, and crafty treachery. In one word, their visage is a true index of their character, and it bears the most savage, inhuman, bloodthirsty appearance I have ever met with, the cannibals of the Massacre Islands when most infuriated not excepted. Their complexion is of the negro black; hair short, curled, and crisp; flat nose, thick lips, and monkey chin. But they have one redeeming feature, and that is the forehead, which is high, prominent, and smooth, indicating intellectual capacity, penetration, and decision, in a much greater degree than is ever seen in the African. Neither have they the bow shin, the flat foot, or the projecting heel of the negro of the Slave Coast or the Congo River: but their limbs are generally well proportioned; being muscular, strong, and active.

Both sexes go entirely naked (apparently susceptible of no innate ideas of modesty), with the exception of feather ornaments, on the head and neck, which distinguish the higher ranks. They are all warriors, and for desperate acts are equal, I have no doubt, to those of the Massacre Islands. They use a bow of the same size, about eight feet in length, with arrows of nearly five feet. Their archery is superior; frequently bringing down birds on the wing at the distance of seventy-five yards. Their canoes are very similar to those of New-Ireland, but more ingeniously finished, with carved heads and sterns, which display a great deal of natural taste and genius. Fishing is their principal employment, and their waters abound with great varieties of the finny tribes. Their fish-hooks are made of the pearl-oyster shell, and tortoise-shell. Of the former they gave us to understand there was a great plenty all over the bay; and the latter come on shore at night, on all the sand beaches, where they deposite their eggs, and go to sea again before daylight. To convince us of the excellence of these eggs, some of which they brought with them, they ate several of them raw, with expressive indications of their being highly palatable.

We discovered, also, that the beautiful bird of paradise was to be found here in immense numbers, and of a great variety of species; as many of the natives had their heads decorated with their feathers, of the most rich and delicate tints. We frequently saw large flocks of these birds flying from the shores of Papua, to the islands in the

offing; four or five hundred in a flock, and about five hundred feet above the surface of the water. The flocks of one species will be all the way chattering like monkeys, while that of another will salute the ear with notes about as melodious as those of a flock of wild geese. There is also a vast difference in the size of these glorious birds; some of them being as large as a partridge, while others are about the size of a sparrow. One which we saw stuffed and preserved in the most natural manner, and stuck as an ornament on the head of a chief, was not larger in the body than a humming-bird, while its tail-plumes were at least six inches long. The natives also wear wreaths made of various other kinds of feathers, nearly equal in beauty to those of the bird of paradise.

This country is beautiful beyond description. The seacoast is bordered with delightful plains and valleys, covered with handsome plantations of yams: interspersed with fruit trees, beyond which are forests comprising many valuable woods, both for diers and cabinet-makers. The inland hills and mountains are clothed in eternal spring, and covered almost entirely with forests of gigantic growth. Here may be found in plenty the highly prized sandal-wood, with the black and yellow ebony; all of which might be procured with facility, and at a very low rate, by the competent commander of a suitable vessel, properly fitted for the voyage; a vessel so constructed that it would be impossible to board her, unless the assailants were furnished with sharp-edged steel weapons and firearms, of which nearly all the South Sea islanders are destitute. When the natives are once convinced that pilfering is out of the question, and that the vessel is perfectly secure from their attacks, they will immediately turn their attention to trade, and will soon furnish a cargo that cannot fail of yielding unheard-of profits. My experience has enabled me, should occasion ever offer, to superintend the building and equipping such a vessel, for such a voyage.

For reaping the golden harvest which now awaits the sickle of enterprise in the Pacific Ocean, the means must be adapted to the object. The vessel, as I have stated before, should be built expressly for the voyage, and should be of a different construction from any other. She should have a high deck, be a fast sailer, of about three hundred and fifty tons burthen; and manned with a young, chivalric, and enterprising crew. She should be supplied with experienced officers, who are spirited, but humane; active, but cool and deliberate; intelligent, honourable, and, above all, temperate. They should be liberally furnished with every necessary for comfort and health, and amply supplied with the suitable articles of trade. The commander should be a first-rate navigator; one who is familiar with those seas and islands, and well acquainted with the character and habits of the natives, as well as with the quality of the different productions of the country. If possible, he should be a religious man; at all events, he should combine cool deliberate courage with humanity and gentleness, firmness and dignity with politeness and delicacy. He should be scrupulously attentive to discipline, and not less so to the health and comfort of his crew. He should be a man who would revolt with

horror at the thought of shedding the blood of an ignorant Indian, except when imperious necessity demanded it in self-defence, and in protecting the lives and property intrusted to his care.

I am confident that a ship thus constructed, fitted, equipped, officered, manned, and suitably armed, with a supply of articles for trade to the amount of twenty thousand dollars, would, at the expiration of two or three years (always excepting the dangers of the seas), be able to deliver a return cargo in this country worth four or five hundred thousand dollars. Besides the articles already mentioned, which are so easily obtained, there are gold-dust, ambergris, many valuable gems and drugs, a great variety of shells and minerals, together with a considerable quantity of *biche-de-mer* and the edible bird's nests. Unless some American seizes the golden opportunity, this valuable trade will never be of any benefit to our country, but will soon be monopolized by foreigners. What possible objection can there be to forming a company of opulent merchants, who would invest one thousand dollars each, to try the experiment? Without experiments neither science nor commerce would ever have improved—even the western hemisphere would have yet been unknown to Europeans. Here is an ample field for the enterprising capitalists of the United States; for this trade has never yet been opened, or even attempted, by any portion of the commercial world.

November 13th.—On Saturday, the 13th of November, at two, P. M., we bore up and steered to the north-west, keeping the mainland as close on board as possible, frequently being compelled to haul off-shore to clear the many dangerous coral reefs which lay in our course. At six, P. M., we were close in with a very conspicuous cape or headland, which runs a long way into the sea, terminating in a low sandy point, on which are many Indian huts, surrounded and shaded by beautiful groves of cocoanut-trees. This pointed promontory I have named Cape Livingston, in honour of Edward P. Livingston, Esq., secretary of state for the United States, the scholar, the statesman, and the patriot. It is situated in latitude $4^{\circ} 59'$ S., and longitude $145^{\circ} 16'$ E.

In the direction of north-north-east from this cape is a small volcanic island, lying about six leagues from the mainland, which was in full blaze. The grandeur of the spectacle at night was truly imposing, when the flames ascended upwards from the lofty summit of the isolated mountain, at least one thousand feet; while the red burning coals of pumice-stone were carried to the north-west on the buoyant wings of the south-east wind, at an almost incredible height, and to the distance of many miles. They appeared to the observers on board the Antarctic like millions of flaming stars floating in the air; and my wife gazed upon the scene with the most intense interest, occasionally ejaculating such exclamations as "Magnificent! sublime! grand! beautiful! wonderful!" &c. This island I named after my worthy friend Mordecai M. Noah, Esq., of New-York.

We now continued following the course of the mainland of Papua, or New-Guinea, which tended to the west-north-west, and by eleven, the next morning, we had passed six volcanic islands, four of which were burning with terrific grandeur. The other two merely

emitted smoke from their craters. These islands lie from six to thirteen leagues to the north of the nearest part of the coast of New-Guinea. We saw one volcano on a mountain in the interior of that island, which also cast out flames and pumice-stone.

November 14th.—On Sunday, the 14th, at two, P. M., we were close in with a projecting point of land, which runs out from the main island to the north. This cape is situated in lat. $3^{\circ} 11' S.$, long. $142^{\circ} 39' E.$; and I have given it the name of Cape Woodbury, in honour of Levi Woodbury, Esq., secretary of the navy of the United States; a gentleman whose talents, patriotism, and private virtues are too well known to require my feeble eulogium.

Four or five miles to the westward of Cape Woodbury is a fine and spacious harbour, running in to the south-west, the entrance of which is very narrow, being fronted by coral reefs, which prevent any surge from the seaboard entering the haven. There is a sufficient depth of water between the reefs; but on account of the narrow windings, it will always be best to warp in, when you will be completely sheltered from all winds. This harbour we shall call by the same name with which we have distinguished the cape, that is in sight to the eastward of it.

We are now approaching a period of this eventful voyage, in the narrative of which I shall, *for reasons which must be obvious to every reader*, suppress dates, courses, distances, bearings, and locations. Let it therefore suffice, that on leaving the coast of New-Guinea, we *steered to the northward and eastward for a few days*, and then changed our course in another direction.

During this cruise, we one day, at two, P. M., were close in with a group of islands, to which at present I shall give no name. They are not laid down in any chart, nor mentioned in any epitome of navigation. The group comprises about twenty islands, most of them thickly inhabited, all very low, and entirely surrounded by a coral reef of about seventy-five miles in circumference. Should a ship fall in with this group in the night, she would be close upon the breakers before her mariners could see land; and if not fully acquainted with their danger, they might attempt to pass over those parts on which the surf breaks with the least violence, in which case the ship would inevitably be lost. The coral reef which surrounds these islands varies in width, from half a mile to two miles, and has from two to six or eight feet of water all over it at low tide; and *its whole surface is literally covered with BICHE-DE-MER, of a very superior quality.*

The lagoon within the reef, to which there are only two passages, has a depth of from two to fifteen fathoms of water all over it, with a coral bottom covered with *many cargoes of pearl-oysters*, equal in quality to those of the Sooloo sea. *The hawk's-bill tortoise are also very plenty within the reef.* At the proper season of the year, the numerous sand-spits in the lagoon are almost covered with them, where they come to deposit their eggs, and then return to the sea. In a few days afterward, they again come up on the land, for the purpose of perpetuating their species. From this period they are continually coming and going on and off the sand-spits, until their young ones have come forth, and are capable of taking care of them-

selves. They then all take to their natural element; and from that time until the following summer, they continue feeding about the reefs, but are seldom seen upon dry land.

There are many other valuables here, which it is unnecessary to mention at this time, as a full and particular description of these islands will be given on my return from another contemplated voyage, when I hope to exhibit *substantial* evidences of the value of this discovery. I will now merely state that these islands are all thickly wooded, containing thousands of cocoanut-trees and bread-fruit trees. They differ much in size, being from three to fifteen miles in circuit. The two openings or passages into the lagoon are about one hundred yards wide each; and have sufficient depth of water for a ship of five or six hundred tons burthen; and when once within the reef, she may choose her depth of water to anchor in one of the finest harbours ever formed by nature.

Though the natives of these islands wear many ornaments, their only article of dress, properly so called, is a sort of apron fastened around the lower part of the body. With the males this is merely the skin of a fish, but the females wear a small mat, manufactured from the fibres of the bark of the cocoanut-tree, which reaches from the hips nearly to the knees. In other respects both sexes dress alike. Around their waists they wear many strings of coral, shells, and feathers; rings, hoops, or bracelets of tortoise-shell around their wrists and arms; tortoise-shell and mother-of-pearl shell around their necks.

The natives of these islands are of the usual stature, and well-proportioned in body and limb. Their features are regular and manly; their eyes and foreheads indicative of much intellectual capability, and in the general expression of their countenance the observer will at once discover much ingenious inquisitiveness, enlivened by good-humoured vivacity. Though their natural descent may have been originally from the African race, their skin is not so black as the negroes of unmixed blood in the United States; neither have they the African flat foot, protruding heel, crooked shins, &c., but their legs, as well as their arms, are finely formed, muscular, strong, and active. Their hair is short, curly, and crisp, and their teeth regular, sound, and white. The chiefs are much tattooed on their limbs, chest, and shoulders, with a large slit in the right ear, for suspending ornaments or insignia of rank. *All the males are circumcised at an early age.*

I was much surprised at falling in with this curious race of men, differing in so many respects from all the numerous tribes and nations by whom they are surrounded. I never saw any exactly like them, in Europe, Asia, Africa, or America, nor on any of the islands of Australasia or Polynesia. There is not the least resemblance between them and the Malays, the Carolinians, or the natives of New-Ireland, New-Britain, or New-Guinea, nor can I form the least conjecture from whence these islands could have first been peopled.

At three, P. M., while lying-to within half a mile of the reef which surrounds this beautiful group of islands, the natives came off in great

numbers, in canoes that would carry from seventy-five to one hundred and fifty men. On approaching the vessel they appeared to be almost wild with curiosity, astonishment, and numberless other sensations ; performing a thousand curious antics, and using the most extravagant gestures. They then held forth a long harangue, the subject of which we could not comprehend, as neither my Manilla-men nor the natives of Yap understood a word they uttered. After this they made no scruple of coming alongside ; but refused to trade, their sole object, which they took no pains to conceal, being plunder and perhaps massacre.

They appeared to consider the Antarctic as a God-send, driven into their vicinity for their benefit ; and that all they had to do was to tow her on to the reef, and take possession, not doubting for a moment that the men on board were so completely in their power as not even to be consulted on the subject. They accordingly handed us their warps, directing us to make them fast to the stern of the vessel, that part of the Antarctic being nearest to the islands, as she was lying-to with her head off-shore. When this was done, they all dropped astern, and as the wind was then blowing directly towards the group, they set their sails, hove them aback, and with the assistance of their paddles, soon got rapid stern-way on the Antarctic, towing her directly on to the reef, which was then only about one-third of a mile distant, directly under our lee.

Their temporary success filled them with so much joy that they could not contain themselves, but soon got into confusion. In fact, they testified such excessive delight, that I almost regretted being under the necessity of dashing a cup of joy so full and mantling. But the Antarctic was not my property ; and though authorized to give them beads, trinkets, and other baubles, I did not feel myself at liberty to relinquish vessel and all. I accordingly gave the word, and the fore-topsail and head-sails were immediately filled, which soon turned the tide of affairs. The *towers* now became the *towed*, until the vessel had acquired such rapid headway as to part all their lines, which saved us the trouble of cutting or casting them off.

This unlooked-for termination of their enterprise struck them with astonishment and dismay ; and for a few moments they remained passive, gazing at each other, and after the Antarctic, in speechless wonder. But as soon as they saw the Antarctic heave-to again, which was done as soon as she had sufficiently lengthened her distance from the reef, they seemed to be animated with new hopes, and all paddled up alongside, apparently determined to adopt some other method of *carrying* the vessel. When they had approached within a few yards of us, they commenced darting their spears at our bodies ; but fortunately, none of them did any injury. I now thought it high time to put a stop to this trifling, and ordered a few guns to be fired *over their heads*. This manœuvre had the desired effect, as about fifteen hundred of the poor terrified assailants jumped into the water ; where nothing but their black curly heads could be seen when the smoke had dispersed. The flame and the smoke, and the whistling of the balls through the air just over their heads, and above all the roar of the cannon, almost deprived them of their senses ; so that one of them, in

the general confusion, had come near the Antarctic. A waist-boat was immediately let down, and picked up the straggler, while the others were permitted to make as precipitate a retreat as they pleased.

A few days anterior to this incident, we had, under similar circumstances, picked up a native belonging to another group of islands, about three hundred miles distant from the one just described. These two groups are so nearly alike in every respect, that for the present what I have said of one will apply to both, with the single exception of the language spoken by the natives. Our two captives could not, for some time, interchange their sentiments verbally, though they could sympathize with each other by signs and looks.

My object in bringing these two men to the United States is already known to the public, and is, I trust, duly appreciated. In the year 1830 they were ferocious savages, and, as they now confess with horror, even CANNIBALS ! In the year 1832 they are civilized, intelligent men, well fitted for becoming proper agents, or interpreters and missionaries to open an intercourse with their native isles, which cannot fail of resulting in immense commercial advantages to the United States, and also incalculable civil and moral blessings to a portion of mankind never before known or heard of by the civilized world. They have become familiar with the superior arts and enjoyments of civilized life, and are very anxious to return and communicate the same to their benighted countrymen. One of them, who was a chief in his native country, has a great taste for the mechanic arts, particularly such as require the use of machinery and edge tools. He visits, of his own accord, the different factories and workshops, with the inquisitive eye of a philosopher, and is never satisfied until the use and principle of every operation have been explained to him.

If there be sufficient commercial enterprise in the United States to fit out an expedition to these islands, and thus enable me to restore these civilized cannibals to their own islands, the stockholders of the concern would not only realize incalculable profits by the first voyage, but might monopolize the invaluable trade as long as they please ; because *I alone know where these islands are situated.*

If these two natives are enabled to return, they will also be prepared to instruct their countrymen in the art of agriculture, of which they are now entirely ignorant. By this means thousands of infants would be preserved, which are now doomed to perish, lest the population of these islands become too great for their means of sustenance. Was their rich, mellow, luxuriant soil only partially cultivated, it would produce sufficient for ten times the population which now occupies it. These two natives, whom I call "*Sunday*" and "*Monday*," will also prepare the minds of their countrymen to receive and protect missionaries ; they will report how kindly and tenderly they have been treated here ; how much more comfortably we live than they can without some of the same means ; and how pleasant it is to attend the worship of the Great Spirit in a Christian temple, where his praises are chanted by hundreds of sweet voices, borne to heaven on the breath of the pealing organ !

November 26th.—On Friday, the 26th, we took the north-east trade-winds from east-by-north, in latitude 6° 0' N., long. 144° 55' E. ; and

on the following day we crossed a shoal of coral about four miles in circumference, with from three to ten fathoms of water upon it. This shoal is situated in latitude $7^{\circ} 31' N.$, long. $144^{\circ} 59' E.$ We now made the best of our way to the Strait of St. Barnardino, and were within the entrance of the strait on the 9th of December.

December 10th.—On Friday, the 10th of December, we touched at Santa Sinto, where we obtained a supply of provisions, of which we stood very much in need; as for the last twenty days we had been on an allowance of one-third. It is truly astonishing, that from the time of leaving Manilla up to the present date, only one man on board had been ill, out of a crew of eighty-five men, confined in a small vessel, and all the time in a very warm climate. I attribute this extraordinary healthiness almost entirely to the strict attention paid to cleanliness, and avoiding unnecessary exposure, on board the Antarctic.

I would earnestly recommend to all ship-masters, on a long voyage, to keep a special eye to this subject. The crew should be compelled to attend particularly to this important concern, as respects their persons, cooking vessels, wearing apparel, bedding, &c. When the bilgewater becomes the least offensive, a part of the crew should be employed in pouring pure sea-water into the forepart of the vessel, while others are pumping it out, until the nuisance is totally abated. This simple measure will completely nullify or neutralize a very prolific source of disease. The men should never be permitted to sleep in their wet clothes, nor on deck, in very warm or very cold climates; as this has a tendency to promote the scurvy, when off soundings; while on soundings, when the dews are heavy, it engenders fever. Neither should they be allowed to sleep too much when the weather is hot; for that relaxes and enervates the whole system, and renders the body liable to many dangerous and often fatal diseases. In warm climates they should change their clothes twice a week.

Ships on long voyages should always be supplied with a liberal quantity of dried apples, to be distributed to the seamen three times a week. They should also be carefully furnished with a due quantity of vinegar, which should be given to the men with their food three times a day; besides a spoonful each, every morning, for rinsing their mouths. Switchel, or molasses and water, with a little vinegar in it, should be served out to them once or twice a day, while at sea. Their meat, before cooking, should be well soaked in sea-water, and the strictest attention ought to be paid to the manner of its being served up after cooking. The health of a ship's company depends in a great measure on the character of the cook; life and death are in his hands, and the best of them require strict looking after. If personal cleanliness be essential to health, how much more so must be the cleanliness of our cookery! A filthy, careless, ignorant cook is more dangerous than a pestilence. This subject, I regret to say, is too much neglected by ship-masters, some of whom seem to think that seamen may be fed like so many swine; and that they are merely fed at all in order to give them strength to work. I know them to be *men*; and the best of men when properly treated.

One word more respecting vinegar. The water which we drink at

sea is always more or less impure. This is readily corrected by a little vinegar, which also tends to promote that salutary perspiration which, in hot weather, prevents putrid fevers, and inflammations of various kinds. I would also recommend that every vessel be supplied with a quantity of shrub for the use of the seamen after hard fatigue, instead of ardent spirits. It will have a much better effect, as the vegetable acid it contains gives it a superior efficacy against putrefaction. These two highly important articles, vinegar and shrub, would be found to be great preventives against the scurvy, on board of vessels which are engaged in long voyages.

But the above are not all, nor perhaps the most important benefits resulting from a proper use of vinegar at sea. Every part of the ship, where it is possible for foul air to engender or to lurk, should be washed or sprinkled with it at least once a week. Its antiscorbutic and disinfecting qualities are not so generally known among mariners as they ought to be. By its influence the lungs and other tender parts of the human vitals become, as it were, sheathed, or defended against the volatile particles of every noxious exhalation; so that it is either repelled or neutralized, and rendered harmless.

December 14th.—After taking on board the necessary supplies at Santa Sinto, we pursued our way to Manilla, where we arrived on Tuesday, December the 14th, and at eleven, A. M., came to anchor in Manilla Roads, in four fathoms of water, clay ground. Our safe arrival in port was announced by three exhilarating cheers from our noble crew of eighty-five men; who, I am proud to publish to the world, during the whole of this cruise, from Manilla and back again, a period of about six months, uniformly conducted themselves in the most faithful, manly, and amiable manner. Not a solitary individual among them had rendered himself obnoxious to punishment, or even reproof; not a man of them but, in the way of duty, would have followed me into the very jaws of death. So much for treating seamen like *men*, instead of lording it over them as if they were *slaves*.

December 15th.—On the following day we discharged the Antarctic, and soon after sold the cargo to the best advantage, and settled with our faithful crew. Our friends received us in the most cordial and affectionate manner; and my wife was hailed as the heroine of a romance in real life. Her own feelings and sensations through all the little incidents of this fourth voyage are described in her own Journal, which will soon be published, and to that I shall refer the reader. Those friends who were so anxious for our safety, and who, the reader will recollect, endeavoured to dissuade us from this eventful cruise, now flocked around us with the most animated congratulations. My two captives, Sunday and Monday, excited the most intense interest among citizens of all classes; and the adventures of Leonard Shaw were the common topic of conversation. In short, the safe return of the Antarctic to Manilla was hailed as a triumph, and excited as much enthusiasm as did the return of the Argo, with Jason and his companions, to Thessaly with the celebrated golden fleece.

CHAPTER XI.

Disappointed Hopes—Take Freight for Cadiz—Touch at Singapore to lighten the Vessel—Description of the Place—Climate, Soil, Health, and Beauty of the Country—An Aerial Excursion—Delightful Prospects—Sail from Singapore—The treacherous Malays—Precautions necessary to be observed—Double the Cape of Good Hope—Saldanha Bay—Necessary Repairs—Island of St. Helena—Tomb of Bonaparte—History and Description of the Island—The Azores—Cadiz—Bordeaux—Homeward Bound—Safe Arrival—Melancholy News—The Conclusion.

THE importance of my new discoveries was universally acknowledged at Manilla; and had it not been for the envy and perfidy of some of my own countrymen, I should have succeeded in raising funds to fit out the Antarctic in such a manner as immediately to realize a portion of the immense profits which still await a well-conducted expedition to those islands. The sanctity of the tomb, combined with a delicacy for the feelings of the living, protects the memory of *one* whose name would otherwise, in this very narrative, have been stamped with irredeemable infamy. *His* perfidious machinations so far succeeded as to compel me to abandon the idea of returning to the islands of Sunday and Monday until I had first visited the United States. I therefore obtained a freight for Cadiz, on my way home, and the Antarctic was ready for sea on the 13th of January, 1831. The Asiatic cholera was at this time in Manilla.

Jan. 21st.—After taking leave of all our friends and acquaintance at Manilla, we went on board, on Thursday, the 13th; and at 6, P. M., got under way; homeward-bound, via the Cape of Good Hope. At half-past eight, P. M., we passed the Corregidor, with a strong north-east monsoon; before we had reached the coast of Cochin China, however, we found that the Antarctic was overloaded, and therefore made the best of our way to Singapore, where we arrived on Friday, the 21st of January, and landed such a portion of the cargo as lightened the vessel sufficiently to be considered safe.

The town of Singapore is a recent British settlement, on an island of the same name, lying at the eastern extremity of the Strait of Malacca, in latitude $1^{\circ} 17' 22''$ north, long. $103^{\circ} 51' 45''$ east. Singapore is separated from the mainland forming the peninsula of Malacca, or Malaya, on the north, by a narrow strait of the same name; so narrow, indeed, that in some places it is scarcely a quarter of a mile across, and yet, in the early period of European navigation, this little channel was the thoroughfare between India and China.* At present,

* *Native Foreign Trade of China.*—"The principal part of the junk trade is carried on by the four contiguous provinces of Canton, Fokien, Chekiang, and Kiannan.

"No foreign trade is permitted with the island of Formosa; and I have no means of describing the extent of the traffic which may be conducted between China, Corea, and the Leechew Islands. The following are the countries with which China carries on a trade in junks; viz. Japan, the Philip-

however, the grand route between the eastern and western portions of maritime Asia is along the south side of Singapore, and so near to it that ships in passing and repassing approach close to the roads. The

pinas, the Sooloo Islands, Celebes, the Moluccas, Borneo, Java, Sumatra, Singapore, Rhio, the east coast of the Malayan peninsula, Siam, Cochin China, Cambodia, and Tonquin. The ports of China at which this trade is conducted are Canton, Tchao-tcheou, Nomhong, Hoeitchoon, Suheng, Kongmoon, Changlim, and Hainan, in the province of Canton; Amoy and Chinchew, in the province of Fokien; Ningpo and Siang-haig, in the province of Chekiang; and Soutcheon, in the province of Kiannan. The following may be looked upon as an approximation to the number of junks carrying on trade with the different places already enumerated, viz.

	Junks.
Japan, 10 junks, two voyages,	20
Philippine Islands,	13
Sooloo Islands,	4
Borneo 13, Celebes 2,	15
Java,	7
Sumatra,	10
Singapore 8, Rhio 1,	9
East Coast of Malay Peninsula,	6
Siam,	89
Cochin China,	20
Cambodia,	9
Tonquin,	20
— Total 222.	

"This statement does not include a great number of small junks belonging to the island of Hainan, which carry on trade with Tonquin, Cochin China, Cambodia, Siam, and Singapore. Those for Siam amount yearly to about 50, and for the Cochin Chinese dominions to about 43; these alone would bring the total number of vessels carrying on a direct trade between China and foreign countries to 307. The trade with Japan is confined to the port of Ningpo, in Chekiang, and expressly limited to 10 vessels; but as the distance from Nangasaki is a voyage of no more than four days, it is performed twice a year.

"With the exception of this branch of trade, the foreign intercourse of the two provinces Chekiang and Kiannan, which are famous for the production of raw silk, teas, and nankeens, is confined to the Philippine Islands, Tonquin, Cochin China, Cambodia, and Siam; and none of this class of vessels, that I am aware of, have ever found their way to the western parts of the Indian archipelago. The number of these trading with Siam is 24, all of considerable size; those trading with the Cochin Chinese dominions 16, also of considerable size; and those trading with the Philippines 5; making in all 45, of which the average burden does not fall short of 17,000 tons. I am the more particular in describing this branch of the Chinese commerce, as we do not ourselves at present partake of it, and as we possess no direct means of obtaining information in regard to it. All the junks carrying on this trade with Siam are owned in the latter country, and not in China; and I am not sure how far it may not also be so in the other cases. I do not doubt but that a similar commerce will, in the event of a free trade, extend to Singapore; and that through this channel may eventually be obtained the green teas of Kiannan, and the raw silks of Chekiang.

"Besides the junks now described there is another numerous class, which may be denominated the colonial shipping of the Chinese. Wherever the Chinese are settled in any numbers, junks of this description are to be found; such as in Java, Sumatra, the Straits of Malacca, &c.; but the largest commerce of this description is conducted from the Cochin Chinese dominions, but especially from Siam, where the number was estimated to me at 200. Several junks of this description from the latter country come annually to Singapore, of which the burden is not less than from 300 to 400 tons.

"The junks which trade between China and the adjacent countries are some of them owned and built in China; but a considerable number also in the latter countries, particularly in Siam and Cochin China. Of those carrying on the Siamese trade, indeed, no less than 81 out of the 89, of considerable size, were represented to me as being built and owned in Siam. The small junks, however, carrying on the trade of Hainan, are all built and owned in China.

"The junks, whether colonial or trading direct with China, vary in burden from 2,000 piculs to 15,000, or carry dead weight from 120 to 900 tons. Of those of the last size I have only seen three or four, and these were at Siam, and the same which were commonly employed in carrying a mission and tribute yearly from Siam to Canton. Of the whole of the large class of junks, I should think the average burden will not be overrated at 300 tons each, which would make the total tonnage employed in the native foreign trade of China between 60,000 and 70,000 tons, exclusive of the small junks of Hainan, which, estimated at 150 tons each, would make in all about 80,000 tons.

"The junks built in China are usually constructed of fir and other inferior woods. When they arrive in Cambodia, Siam, and the Malayan islands, they commonly furnish themselves with masts, rudders, and wooden anchors of the superior timber of these countries. The junks built in Siam are a superior class of vessels, the planks and upper works being invariably teak. The cost of ship-building is highest at the port of Amoy in Fokien, and lowest in Siam. At these places, and at Changlim in Canton, the cost of a junk of 8,000 piculs, or 476 tons burden, was stated to me by several commanders of junks to be as follows:—

At Siam,	7,400 dollars.
Changlim,	16,000
Amoy,	21,000

A junk of the size just named has commonly a crew of 90 hands, consisting of the following officers, besides the crew: a commander, a pilot, an accountant, a captain of the helm, a captain of the anchor, and a captain of the hold. The commander receives no pay, but has the advantage of the

island is of an elliptical form, much indented by bays and harbours, and presenting many projecting points, promontories, capes, &c. Its greatest length is about twenty-seven miles, and its greatest breadth about fifteen, the whole comprising an area of about two hundred and seventy square miles. The town is built on a river, at the south side of the island.

This town was first founded in the year 1818; and seven years

cabin accommodation for passengers, reckoned on the voyage between Canton and Singapore worth 150 Spanish dollars. He is also the agent of the owners, and receives a commission, commonly of 10 per cent. on the *profits* of such share of the adventure, generally a considerable one, in which they are concerned. The pilot receives for the voyage 200 dollars of wages, and 50 piculs of freight out and home. The helmsman has 15 piculs of freight, and no wages. The captains of the anchor and the hold have 9 piculs of freight each; and the seamen 7 piculs each. None of these have any wages. The officers and seamen of the colonial junks are differently rewarded. In a Siamese junk, for example, trading between the Siamese capital and Singapore, of 6,000 piculs burden, the commander and pilot had each 100 dollars for the voyage, with 12 piculs of freight apiece. The accountant and helmsman had half of this allowance, and each seaman had 13 dollars, with 5 piculs of freight.

"In construction and outfit, Chinese junks are clumsy and awkward in the extreme. The Chinese are quite unacquainted with navigation, saving the knowledge of the compass: notwithstanding this, as their pilots are expert, their voyages short, and as they hardly ever sail except at the height of the monsoons, when a fair and steady seven or eight knots' breeze carries them directly from port to port, the sea risk is very small. During thirteen years' acquaintance with this branch of trade, I can recollect hearing of but four shipwrecks; and in all these instances the crews were saved.

"The construction and rigging of a Chinese junk may be looked upon as her proper registry, and they are a very effectual one; for the least deviation from them would subject her at once to foreign charges and foreign duties, and to all kinds of suspicion. The colonial junks, which are of a more commodious form and outfit, if visiting China, are subjected to the same duties as foreign vessels. Junks built in Siam, or any other adjacent country, if constructed and fitted out after the customary model, are admitted to trade to China upon the same terms as those built and owned in the country. If any part of the crew consist of Siamese, Cochinchinese, or other foreigners, the latter are admitted only at the port of Canton; and if found in any other part of China, would be seized and taken up by the police exactly in the same manner as if they were Europeans. The native trade of China conducted with foreign countries is not a clandestine commerce, unacknowledged by the Chinese laws, but has in every case at least the express sanction of the viceroy or governor of the province, who, on petition, decides the number of junks that shall be allowed to engage in it; and even enumerates the articles which it shall be legal to export and import. At every port, also, where such a foreign trade is sanctioned, there is a hong or body of security merchants as at Canton; a fact which shows clearly enough that this institution is parcel of the laws or customs of China, and not a peculiar restraint imposed upon the intercourse with Europeans.

"The Chinese junks, properly constructed, pay no measurement duty, and no *kumsha* or present; duties, however, are paid upon goods exported and imported, which seem to differ at the different provinces. They are highest at Amoy, and lowest in the island of Hainan. The Chinese traders of Siam informed me that they carried on the fairest and easiest trade, subject to the fewest restrictions, in the ports of Ningpo and Siang-hai, in Chekiang, and Soutcheon in Kiannan. Great dexterity seems everywhere to be exercised by the Chinese in evading the duties. One practice which is very often followed will afford a good example of this. The coasting trade of China is nearly free from all duties and other imposts. The merchant takes advantage of this; and intending in reality to proceed to Siam or Cochinchina, for example, clears a junk out for the island of Hainan, and thus avoids the payment of duties. When she returns she will lie four or five days off and on at the mouth of the port, until a regular bargain be made with the custom-house officers for the reduction of duties. The threat held out in such cases is to proceed to another port, and thus deprive the public officers of their customary perquisites. I was assured of the frequency of this practice by Chinese merchants of Cochinchina, as well as by several commanders of junks at Singapore. From the last-named persons I had another fact of some consequence, as connected with the Chinese trade, viz. that a good many of the junks, carrying on trade with foreign ports to the westward of China, often proceeded on voyages to the northward in the same season. In this manner they stated that about 20 considerable junks, besides a great many small ones, proceeded annually from Canton to Souchong, one of the capitals of Kiannan, and in wealth and commerce the rival of Canton, where they sold about 200 chests of opium at an advance of 50 per cent. beyond the Canton prices. Another place where the Canton junks, to the number of five or six, repair annually, is Chinchew, in the province of Shanton, within the Gulf of Pechely, or Yellow Sea, and as far north as the 37th degree of latitude."

A Chinese ship or junk is seldom the property of one individual. Sometimes 40, 50, or even 100 different merchants purchase a vessel, and divide her into as many different compartments as there are partners; so that each knows his own particular part in the ship, which he is at liberty to fit up and secure as he pleases. The bulkheads by which these divisions are formed consist of stout planks, so well caulked as to be completely water-tight. A ship thus formed may strike on a rock, and yet sustain no serious injury: a leak springing in one division of the hold will not be attended with any damage to articles placed in another; and from her firmness, she is qualified to resist a more than ordinary shock. A considerable loss of stowage is, of course, sustained; but the Chinese exports generally contain a considerable value in small bulk. It is only the very largest class of junks that have so many owners; but even in the smallest class the number is very considerable.

afterward, the settlement was confirmed to the British government, by a convention with the King of the Netherlands, and a treaty with the Malay princes of Johore, to whom it belonged. The original inhabitants are principally Chinese, Malays, Sumatrans, Bugis, Javanese, and the natives of Coromandel, Malabar, Bengal, &c. The Europeans are not yet numerous, probably not more than three thousand. When the first census of the whole mixed population was taken, in January, 1824, it did not amount to eleven thousand; but in 1830, six years afterward, it had increased to nearly seventeen thousand; of whom about one-third were females. It now probably amounts to seventy thousand.

For the short period it has been in existence, Singapore is, without an exception, the most thriving colony which the British have in the East Indies; being admirably situated for all the purposes of trade; and is, in fact, a centre *depôt* for the commerce of the Chinese and Javanese seas. The most valuable productions are brought to this place, from the Philippines, from Borneo, Sooloo, Java, Sumbawa, Flores, Celebes, Gillolo, Ceram, Arroë, the west part of Papua, and nearly all the small islands in the vicinity of those already mentioned.

Among the valuable articles brought to this market are tortoise-shells, pearls, and pearl-shell, ambergris, gold-dust, edible birds' nests, birds of paradise, minerals, *biche-de-mer*, shells, pepper, coffee, sugar, hemp, indigo, many valuable gums and drugs, precious woods, &c.; all of which are readily purchased by the British merchants who have establishments at this place. A lucrative trade is also carried on between Singapore and Cochin China, Camboja, Siam, Malaya, and Sumatra. Within the last ten years, this place has increased and flourished beyond all calculation. An Indian village of forty or fifty bamboo huts has given place to a splendid well-built little city.

The harbour of Singapore is commodious, safe, and easy of access; and no navigator who has the latest edition of Captain Horsburgh's East India Directory can make any mistake in entering it. This is a book of inestimable value to every ship-master who intends to visit any port in the East Indies; and no one should be without it. Its accuracy may be depended upon. The harbour and town of Singapore are defended by a strong fort, well garrisoned, and standing in a beautiful situation.

The surface of this island is beautifully diversified with valleys, plains, and irregular hills. Its southern part is the most elevated, on one eminence of which is a signal-house, for the announcement of vessels that are coming through any of the neighbouring straits. It is well timbered, and the trees are generally of a very large size. On the south side, in the vicinity of the town, is a level, fertile, well cultivated plain, from fifteen to twenty miles in length, and from three to four miles in breadth. This whole area is laid out in gardens and plantations; intersected in all directions with excellent carriage-roads, the sides of which are bordered with shrubs of various kinds, and trees of perpetual verdure. Here the English merchants have their country seats, to which they retire after business hours, to enjoy the pure air and the truly para-

disiacal scenery which surrounds them. They may talk of Italian skies, and Sicilian shrubbery. No island or coast in or around the Mediterranean Sea can rival Singapore in salubrity of climate, fertility of soil, or beauty of scenery. Its air is deliciously balmy—its shrubbery luxuriant—health and beauty here revel together—nature is dressed in ever-changing but never-fading charms, and her sunny smiles are ever reflected from the human countenance.

From the dawn of day until some time after sunrise, the most sparkling fable of Turkey, Persia, or all the East is fully realized in Singapore. Every leaf, and flower, and spray, and blade of grass, is gemmed with dewdrops of extraordinary clearness and purity; which have imbibed so much of the vegetable fragrance, that when they begin to exhale in the increasing warmth of the solar ray, the whole atmosphere is filled with the most delightful perfumes, and every passing zephyr scatters grateful odours from its wings. This is the hour for healthful recreation. The roads are now crowded with carriages and equestrians of both sexes, while the fields and meadows, and lawns, and hills, and valleys are sprinkled with pedestrians, some in groups, others in pairs, and many in contemplative solitude. When the sun has attained a somewhat higher altitude, and the stragglers begin to feel the potency of his beams, they all repair to their dwellings, with a keenly sharpened appetite for the luxurious breakfast that awaits them.

The town of Singapore is about one mile and a half in length, and one in breadth. The streets are regular, and are built after the English style, with beautiful side-walks. The houses are principally built of freestone; they are generally two stories high, finished with taste and neatness, and all painted white, which gives the whole a very fine and imposing appearance from the offing. There are a few houses, however, which detract much from the symmetry and beauty of the *tout ensemble*. I allude to those which belong to the Chinese, Malays, and Hindoos; merchants who adhere to the custom of their respective countries, or follow their own taste, whim, or caprice, in the fashion of their dwellings.

The Chinese are here, as they are at Manilla, the most industrious class of the whole population; and as they meet with liberal encouragement from the British merchants, they will doubtless contribute greatly to the improvement of this infant but flourishing settlement. In fact, I have not the least doubt but in less than half a century Singapore, as a commercial city, will have no competitor east of Java, leaving the Bay of Bengal out of the question. There are two good markets here, which are open every day, at all hours, and are well supplied with vegetables, fruits, grain, fish, pork, and green turtle; the latter is said to be the cheapest animal food that can be procured at this place.

There are no export or import duties levied here; no tax, dues, or fees, for lighthouse, harbour, or anchorage. A register is kept, however, of all imports and exports. Ship-masters are required to make reports to the master-intendant, and deliver their invoices to the superintendent of imports and exports. There is a weekly newspaper

published here, called the Singapore Chronicle, which contains a price current, an account of arrivals and departures of shipping, and an official detail of all the exports and imports of the preceding week. The language of commercial intercourse, where any of the natives of the East are concerned, is universally Malay. This is a simple dialect, easily acquired with sufficient accuracy for the transaction of the ordinary business. All judicial proceedings are done in English.

The island of Singapore is abundantly supplied with all kinds of provisions, vegetables, and fruits, all of which may be purchased at a very low rate. Wood and water are easily obtained; and fish may be caught all around the island in any quantities, of great variety, and excellent quality. All these advantages, with many others which do not immediately occur to my mind, render this place, what it has often been called, the paradise of India—the home of plenty, and the abode of health.*

* For the information of the commercial reader, I think proper to insert in this place the following table, showing the value of the various productions of the Australasian islands, and southern and eastern coast of the continent, at Singapore, in the year 1831. These prices do not vary much from those of Manilla, Java, or China. The reader will bear in mind that 100 catties are equal to one picul, being 133½ lbs. avoirdupois.

EASTERN ARTICLES.		From	To	EASTERN ARTICLES.		From	To
Bees'-wax, per picul.....	\$35	\$40		Nankeens, short, per corge.....	\$—	\$—	
Biche-de-mer (tripang), first sort, per picul.....	45	50		Oil, cocoanut, per picul.....	4	4½	
inferior, per picul.....	20	25		Opium, Patna, per chest.....		1000	
Isle of France, per picul.....	10	25		Benares, ".....		1000	
Benjamin, per picul.....	10	15		Malwa, ".....	—	—	
Betel-nut, ".....				Pepper, black, per picul.....	5	5½	
Birds'-nests, white, per catty.....	40			white, ".....	7½	8	
black, per picul.....	25	125		long, ".....	6½	7	
Camphor, Baras, per catty.....	12	30		Piece goods, Bengal, sunnahs, per corge.....	36	40	
China, per picul.....	27	29		Mahmoodies, per corge.....	30	32	
Canvass, Bengal, per bolt.....	5	6		Gurrahs, per corge.....	22	26	
Cassia lignea, per picul.....	10	12		Bastahs, ".....	22	24	
Coffee, Java, ".....	8	8½		chintz of 12 cubits, per corge.....	15	17½	
Malay, ".....	6½	7		chintz of 10 cubits, ".....	10	14	
Copper, Japan, ".....	30	33		Madras, moorees, white, ".....	22	25	
Peruvian, ".....	27	28		blue, ".....	30	35	
Cordage, coir, ".....	4	5		salempires, blue, per corge..	30	40	
Dammer, raw, ".....	¾	1		brown, ".....	28	32	
Dholl, per bag.....	2½	3		handkerchiefs, per corge....	30	100	
Dragons' blood, first sort, per picul.....	—	—		kolamhories, ".....	20	45	
inferior, per picul.....	5	30		kambayas, ".....	12	13	
Ebony, Isle of France, per picul... 3	3½			bugis sarungs, ".....	18	40	
of other parts, ".....	1	2		Bali cloths, ".....	5	7	
Elephants' teeth, first sort, ".... 115	120			Batick hdkfs. ".....	14	24	
second sort, per picul.....	90	100		Ratans, per picul.....	1½	2	
third sort, ".....	70	75		Sago, pearl, in cases, per picul... 2½	2½	2½	
Gambier, Rhio, and Singapore, per picul.....	1½	1¾		Salt, Siam, per coyan.....	22	24	
Siak, per picul.....	6	6½		Saltpetre, per picul.....	7	8	
Gamboge, ".....	50	75		Sapan wood, Manilla, per picul... ¼	¼	2	
Ghee, cow, ".....	25	30		Siam, per picul.....	2	2½	
buffalo, ".....	16	18		Silk, raw, China, junk, 72 cts.... 200	250		
Grain, rice, white, per coyan..... 55	60			Canton, No. 2, 100 cts..... 300	325		
cargo, first sort ".....	50	55		No. 3, 95 cts..... 285	290		
cargo, inferior ".....	38	40		Spices, nutmegs, per picul.....			
Bengal, per bag.....	1½	1¾		cloves, per picul.....	20	30	
wheat.....	2	2½		mace, ".....	40	49	
gram.....	2½	3		Spirits, arrack, per gallon..... 30	40 ct.		
Gold-dust, of Pahang and Siae, per bungkal.....	30	31		Stick lac, per picul.....	13	15	
of other parts, per bungkal.... 25	29			Segars, Manilla, per 1000.....	6	7	
Gunnies, per 100.....	8	11		Sugar, Java, per picul.....	5½	7	
Mother-of-pearl shells, per picul... 19	20			Siam, first sort, per picul.... 6½	7		
Nankeens, long junk, per 100..... 45	55			Manilla, per picul.....	5½	6	
				Sugar-candy, per picul.....	12	13	
				Tin, Banca, ".....	15	16	

January 23d.—On Sunday, the 23d, I accompanied a small party of gentlemen, one of whom was Doctor Almador, to the most elevated part of the island, about six miles to the west of the town, where we went for the purpose of breathing the cool air, and gazing on prospects of unrivalled beauty and grandeur. The excursion was thought to be of too laborious a nature for the participation of the more fragile sex; for though poets have made angels of them all, they forgot to add one very important appendage, viz. the wings, without which ladies could hardly attain the aerial summit to which we were bound. But my wife was a heroine, and with her friend Miss Almador, insisted on accompanying us.

The road, or rather pathway, to this eminence is quite narrow, being not more than ten or twelve feet in width, and must have been cut with almost incredible labour, through a forest of gigantic trees, the umbrageous foliage of which, uniting above, screens it from the fervid rays of a tropical sun, and veils it in a cool, pensive, contemplative gloom. The birds carolled sweetly in the branches above our heads. We were well mounted; and though some parts of this

EASTERN ARTICLES.		From	To	WESTERN ARTICLES.		From	To
Tin, Straits, per picul.....	\$14½	\$15		Piece goods, imitation Irish, 25 yds.			
Tobacco, Java, 40 baskets.....	200	250		by 36 in., per piece.....	\$2½	\$3	
China, per picul.....	19½	22		long cloths, 38 to 40 yds. by 34			
Tortoise-shell, ".....	1000	1600		to 36 in., per piece.....	7	7½	
Turmeric, ".....	2¾	3		38 to 40 yds. by 38 to 40 in.,			
				" by 44 in.....	7	8	
				" by 50 in. }	9	1*	
				" by 55 in. }	10	14	
				" by 60 in.....			
				prints, 7-8, light grounds, single			
				colours, per piece.....	3	3½	
				9-8, do. do.	3½	4½	
				7-8, dark do.	3	3½	
				9-8, do. do.	4½	5½	
				7-8 and 9-8, two colours....	3½	6	
				9-8, Turkey red ground, 24 yds.	12	14	
				cambric, 12 yds. by 40 in., per pc.	1½	2	
				12 yds. by 42 in.....	2	2½	
				" by 45 in.....	2	2½	
				jaconet, 20 yds. by 44 to 46 in..	2	7	
				handkerchiefs, imitation Batick,			
				double, per corge.....	6	8	
				Pulicat, ".....	3	6	
				Rosin, per barrel.....	5	6	
				Spelter, per picul.....	5	5½	
				Steel, Swedish, per picul.....	9	9½	
				English, ".....	—	—	
				Tar, Stockholm, per barrel.....	6	7	
				Woollens, long ells, per piece.....	10	11	
				camlets, per piece.....	32	35	
				ladies' cloth, per yard.....	2	2½	
				Wines and spirits, Sherry, per doz.	6	12	
				Madeira, per dozen.....	7	10	
				port, ".....	8	12	
				claret, French, per dozen.....	4	9	
				English, per dozen.....	10	12	
				brandy, per gallon.....	1	1½	
				rum, ".....	—	—	
				gin, ".....	4½	4½	

In compiling the table on the following page, which is intended to be useful to mercantile men, and to throw some additional light upon the trade to the eastern world, I have made use of Hamilton's East India Gazetteer, Capt. Horsburgh's Directory, Singapore Chronicle, British Parliamentary Papers relating to the Finances of India and Trade to India and China in 1829 and 1830, Reports of the Lords' and Commons' Committees of 1830, Kelly's Cambist, Milburn's Oriental Commerce, Canton Register, 1830 and 1831; the perusal of which, reduced to English weights and money, will give the reader a tolerable notion of the extent, variety, and prices of the Canton market. Articles not the produce of China, but brought there by the junks *en entrepôt*, are marked with an asterisk.

IMPORTS.

	£	s.	d.	£	s.	d.
Amber.....	1	4	0 and	2	2	1½
Asafetida.....	0	0	1½			
Biche-de-mer.....	0	0	3½	0	0	3½
very superior..	0	1	1			
Bees'-wax.....	0	0	8½	0	0	9
Birds'-nests.....	3	17	10	6	0	3½
Camphor, Malay...	2	2	1½	3	17	10
Cloves, Molucca...	0	0	9	0	0	10½
Mauritius.....	0	0	5½	0	0	6½
Cochineal.....	0	9	0½	0	12	0½
Copper, South } American.....	0	0	8½	0	0	9½
Do. at Linting } for exportation }	0	0	9½			
Do. Japan.....	0	0	9	0	0	9½
Coral fragments...	0	0	10½	0	1	6
Cotton yarn.....	0	0	10½	0	1	9½
Bombay Old } Ts., Old Ts. 2d. }	0	0	2½	0	0	3½
and 2½d. New }						
Bengal.....	0	0	3	0	0	3½
Madras.....	0	0	3½			
Cotton goods, Brit.						
chintzes, 28 yds.	0	18	0	1	4	0
long cloths, }	1	0	0	1	2	0
40 yds.....						
muslins, 34 to }	0	10	0	0	12	0
40 yds.....						
cambrics, 12 }	0	6	0	0	8	0
yds.....						
Henry Monteith's } bandanas.....	0	8	0	0	10	0
Cow bezoar.....	4	10	2½			
Cudbear.....	0	0	9	0	0	9½
Cutch, Pegu.....	0	0	1½	0	0	1½
Cuttings, scarlet...	0	2	4½	0	2	8½
Elephants' teeth...	0	1	9½	0	2	6½
Fishmaws.....	0	1	2½	0	2	1½
Ginseng, crude....	0	0	9	0	1	6
Mace.....						
Myrrh.....	0	0	5½	0	0	10½
Nutmegs.....	0	1	6	0	1	7½
Olibanum.....	0	12	0	1	0	0
Opium, Patna... }	166	0	0	167	0	0
Benares.....						
Damaun.....	108	0	0	109	0	0
Company's do. }	112	0	0	113	0	0
Turkey, per lb. }	0	19	10			
Orsidue, per 100 }	1	0	0	1	4	0
sheets.....						
Pepper, Malay.....	0	0	2½	0	0	2½
Putchuck.....	0	0	4	0	0	4½
Quicksilver.....	0	1	11½	0	1	11½
Rose maloes.....	0	1	3½			
Saltpetre at }	0	0	2			
Whampoa.....						
Do. Linting... }	0	0	3	0	0	3½
Sandal-wood.....	0	0	3½	0	0	4½
Sapan-wood.....	0	0	0½			
Sharks' fins.....	0	0	5½	0	0	6½
Smalts.....	0	0	4½	0	0	10
Steel, Swedish, in }	1	12	0	1	16	0
kits, per cwt. }						
Woollens, broad- }	0	6	5	0	6	9½
cloth, per yd. }						
camlets, Eng- }	4	8	0	4	16	0
lish.....						
Dutch, nar- }	6	16	0	7	0	0
row, 4l. 8s. and }						
4l. 16s.: broad }						
long ells, do... }	1	8	0	1	12	0
Skins, beaver.....	0	17	0	1	4	0
fox.....	0	2	9½			
rabbits.....	0	1	7½	0	2	0
seal.....	0	6	0			
sea otter.....	10	0	0	12	0	0
land otter.....	0	16	0	1	4	0
Spelter, per lb.....	0	0	1½			
Tin plates.....						
Tin, per lb.....	0	0	6	0	0	6½

EXPORTS.

	£	s.	d.	£	s.	d.
Alum.....	0	0	0½ and			
Aniseed, star.....	0	0	4½	0	0	4½
oil of.....	0	7	6½			
Bamboo canes, }	2	8	0			
per 1000.....						
Brass leaf.....						
Camphor at Ma- }	0	0	10	0	0	10½
cao 8½d. and }						
8½d.; here.... }						
Cassia at Macao }	0	0	4½	0	0	4½
3½d. and 3½d.; }						
here.....						
buds.....	0	0	6	0	0	6½
China root.....	0	0	1½			
* Cubebs.....						
Dragon's blood...	0	2	4½	0	3	0
Galangal.....	0	0	1½			
* Gamboge.....	0	2	6½	0	2	8½
Glass beads.....	0	0	9	0	0	9½
Hartall.....	0	0	4½	0	0	4½
* Mother-of pearl }	0	0	7½	0	0	8
shells.....						
Musk.....	10	10	6½	13	10	8
Naukeens, Com- }	16	0	0	16	8	0
pamy's, 1st.... }						
2d do. 1st sort }	12	8	0	13	0	0
13l. 12s. to 14l. }						
2d.....	9	12	0	11	0	0
3d do. do.....	14	0	0	16	0	0
blue.....						
small.....						
Oil of cassia.....	0	4	6			
Rhubarb.....	0	1	11	0	2	1½
Silk, raw, Nankin }	0	9	10½	0	10	2½
Taysan.....						
ditto Tsatlee...	0	10	9½	0	10	11½
Canton.....	0	8	2½	0	10	5½
Sugar, raw.....	0	0	2			
Pingfa.....	0	0	2½			
candy, Chin- }	0	0	4½	0	0	4½
chew.....						
Canton, }						
1st sort.....						
2d.....	0	0	2½	0	0	3
sort.....						
Tea, Bohea.....						
Congou.....	0	0	8½	0	0	10
Campoy.....						
Souchong.....	0	0	8	0	0	11
Peko.....						
Ankoi.....						
Hyson.....						
Do. Skin.....	0	0	4½	0	0	7
Do. Young.. }						
Gunpowder... }						
Twankay.....	0	0	7½	0	0	10
* Tortoise-shell...						
Turmeric.....	0	0	3			
Tutenague.....	0	0	6½			
Vermilion.....						
White lead, per lb..	0	0	5			
Whanghees, }						
scarce, per 1000 }						

N.B.—In converting the weights and moneys of the original price current, the picul has been taken in round number at 133lb. avoird.; the tale at 5s. 7d.; and the Spanish dollar at 4s. It should be observed, that the quotation for teas refers to the dead season, and before the fresh teas have come into the market.

romantic avenue are steep and rugged, our gallant steeds succeeded in scaling the little precipices with comparative ease and safety. After a fatiguing ascent of more than two hours, we at length reached the summit, when a prospect suddenly opened upon our enraptured view which amply repaid us for all our previous labours. It was, without exception, the most extensive and most beautifully variegated that I had ever seen in India. No painter could do it justice; it must be seen in all the living, breathing, moving colours of nature, to be duly appreciated. No pen can accurately describe it; and yet I shall attempt to give the reader some faint idea of its outlines.

Standing on the highest point or pinnacle of the island, with nothing to obstruct the vision in any direction, I first directed my attention to the north. There lay the lovely peninsula of Malaya, basking in the life-giving sunbeams, with its wood-fringed hills, verdant plains, and luxuriant valleys; agreeably interspersed with stupendous precipices, gaping chasms, turbulent foaming cataracts, and silvery cascades, sparkling in the light. In one place was a mountain torrent, tumbling down a succession of adamantine ridges, foaming, and raging, and fretting, and dashing headlong through its devious course down to the plains below; in another direction flowed a glassy river, gently meandering through grassy meads, till it united with its more restive neighbour in a lake or bay, where the crystal waters lay at rest, reflecting the inverted scenery with the lucidity of a mirror.

The eye leaves this romantic picture with reluctance, and turning a little more westwardly, instinctively falls on the beautiful plain at the foot of the hill on which we were standing. Here it ranges with delight over a fertile champaign, diversified with thriving plantations, gardens, groves of cocoanut-trees, betel, areca, and various other trees and shrubbery, until it reaches the serpentine strait that separates the island from the main; a picturesque channel, with a placid surface, faintly reflecting the imperfect images of the floating clouds above.

On directing the view to the south-east, the harbour of Singapore, with its numerous shipping, lies in striking relief before you. Here will be seen as great a variety and as great a contrast, in the fashion of vessels, as the town presents in its architecture. Majestic East Indiamen, Malay proas, Chinese junks, country ships, grabs, with an endless variety of small craft, from Sumatra, Java, Borneo, and the adjacent islands, are thickly scattered over the bosom of the bay. Turning to the south-west, the coast of Sumatra presents an extensive plain thickly covered with forests, through which flow several rivers, which are navigable by the country proas to the very bases of the mountains where they take their rise. A lofty ridge of these elevations runs through the whole island, from north to south. In almost every direction are coasts, studded with small islands; while to the "far west" a cloudless sky, and an unruffled sea, sprinkled with vessels of various descriptions, complete a circular prospect of unrivalled beauty and magnificence. We were all delighted—the ladies were enraptured.

At five, P. M., we once more mounted our horses, and began to descend to the world below, through our deeply shaded pathway, which at this hour began to assume a sombre solitary appearance. A solemn

stillness prevailed, which was only interrupted by the sounds of our horses' feet, and an occasional remark from some one of the party. All, however, seemed more inclined to silent contemplation than to sprightly converse, until we had reached the level plain, and caught a glimpse of the declining sun, then about sinking beyond the western waters. Then we all found a use for our tongues. The doctor led the way to his elegant country-seat, which was beautifully situated on a plain that extended to the waters of the harbour, about a mile and a half from the town. At eight, P. M., we reached the doctor's villa, where a number of ladies were waiting our return with the most anxious suspense. The evening of course passed very agreeably, with the exception of our parting regrets, as we were to sail on the following day, and bid a long adieu to Singapore, "a garden in the East."

January 24th.—Having lightened the Antarctic, by selling a part of her cargo, and taking tortoise-shell for the proceeds, we again got under way, on Monday, the 24th, at three, P. M., and steered for the Strait of Rio, with a fine breeze from north-east, and fair weather. A few of our particular friends accompanied us for several miles, to enjoy the pleasure of a sail. Among them were a Mr. Armstrong, an English merchant of the first standing at Singapore, and the sons of Dr. Almador, two young gentlemen of great merit, who were also engaged in mercantile pursuits.

At four, P. M., our Singapore friends took their leave; and after wishing us a pleasant passage to our beloved native country, departed for their delightful island. We continued on a south-eastern course, until 7, P. M., when we came to anchor in the Strait of Rio, within half a mile of its eastern shore, in seven fathoms of water, sand and coral bottom. At four, A. M., we again got under way, cleared the strait, and steered for the Strait of Gosper, which we entered at eleven, P. M.

January 26th.—On Wednesday the 26th, at four, A. M., we passed through the Strait of Gosper, and found ourselves in the Java sea. We now shaped our course for the Strait of Sunda, which separates Sumatra from Java, with a moderate breeze from north-north-east, and squally. On Friday, the 28th, we arrived at the east entrance of the strait; and it being nearly calm, I ordered the boat to be lowered and manned, for the purpose of sending it on shore at North Island. Before she reached the shore, however, we made a signal for her return, as we perceived by our glasses some very suspicious movements among the natives, who appeared to be lurking about in ambush.

I landed at this place for water several times, while I was engaged in the Canton trade; and never saw any indications of a hostile disposition among the natives, until on this occasion. I have since learned, however, from good authority, that an English boat's crew had been cut off at the same place, and in the same year. I would therefore advise ship-masters not to touch here for water, as it can be obtained at the small town of Tanger, on the south side of the strait, at very short notice, and moderate price; where the anchorage also is equally good and safe with that of North Island. Besides this, the ship's boats and crew will be under the protection of a regular

government, as Tanger is garrisoned by Dutch troops, and inhabited by civilized natives. The necessary directions for touching at Tanger point will be found in Horsburgh's East India Directory.

The treachery and perfidy of the Malays having become proverbial, it behooves every ship-master, when in any of their ports, to be constantly on his guard, and not to go on shore, except in cases of absolute necessity, when the boats' crew should be well armed, and he himself furnished with a brace of pistols and cutlass. By neglecting these necessary precautions, many valuable lives have been sacrificed among these cowardly piratical wretches. The ships' guns, both great and small, should also be constantly kept in perfect order, and well loaded. When Malay proas are alongside of a ship, one-fourth of the crew should always be stationed in the tops, on each of which at least two swivels should be mounted, carrying a pound and a half ball, and these should be kept loaded with canisters of musket-balls and buck-shot. Each top should also be provided with a water-proof arm-chest, well stored with loaded muskets and blunderbusses, charged with the largest size buck-shot. Each man in the tops should have a boarding-pike within reach, and their matches should be kept constantly burning, sheltered from the weather by water-tight match-tubs.

Thus equipped, two men in each top would do more execution in case of an attack than one hundred upon deck; and it has always astonished me that ships trading in those seas have not been furnished with close tops, armed and equipped in the manner here mentioned; instead of loading their decks with great guns, which are of little use when attacked by these Malays, who always depend upon boarding. In case they should obtain possession of the decks, to the number of five hundred or even a thousand, a well delivered fire from the tops would clear them off, like chaff before a tempest.

For a description of the character, manners, habits, and customs of the Malays I shall refer the reader to the journals of such voyagers as have treated on these subjects at large; particularly that of Captain H. M. Elmore, in the East India Company's service.

January 29th.—On Saturday, the 29th of January, at eleven, A. M., we passed Java Head, when the Antarctic was once more floating on the bosom of the Indian Ocean, with light variable winds and calms; afterward succeeded by great falls of rain, together with heavy thunder and vivid lightning. We continued on a south-west course, making the best of our way towards the Cape of Good Hope.

February 12th.—On Saturday, the 12th of February, being in latitude $11^{\circ} 19'$ south, long. $95^{\circ} 55'$ east, we took the south-east trade-wind. We still pursued the same course, passing in sight of the Isle of France and the island of Madagascar, for more than twenty days, with variable weather.

March 4th.—On Friday, the 4th of March, at four, P. M., being in latitude $32^{\circ} 15'$, long. $34^{\circ} 11'$ east, we spoke the British East India ship *Sesostris*, Captain Gates, from Canton, bound to London. Capt. Gates very politely inquired if I wished any supplies or assistance of any kind, assuring me it would be a pleasure to him to spare me a part of any thing his ship afforded. I made a suitable acknowledg-

ment, declining the offer with the assurance that I needed nothing but some canvass to repair my sails, which were very much out of order. This, however, was the only article of which he himself was short, and as we now had a fine breeze from south-east, and fair weather, we continued on our passage to the westward, and by sunset the *Sesostis* was hull-down astern.

March 10th.—The breeze freshened, and on Thursday, the 10th of March, we saw the Table Mountain of the Cape of Good Hope, bearing east-north-east, distant ten leagues. We now shaped our course for Saldanha Bay, with a light breeze from the south-east, and hazy.

March 12th.—On Saturday, the 12th, we came to anchor in the bay just mentioned, in four fathoms of water, muddy bottom. On the following morning, at daylight, all hands were employed in unbending the sails, and taking them on shore, in order that we might give them a thorough repair; as they were now so much worn that they would not bear lowering down or hoisting up in a stiff breeze without splitting. We banded them in every direction, by cutting up old sails, and middle stitched them all anew. At the same time some of the crew were employed in cutting wood, while others were filling the water-casks, and repairing such rigging as was out of order.

March 14th.—On Monday, the 14th, at two, P. M. I took my wife up to the village, or residence, where I found my old friends, whom I had visited on the previous voyage. They were all in good health, and received us with much cordiality and kindness. It was now seven weeks since we left Singapore, and it was pleasant to walk again on terra firma. On the following day the *Antarctic's* crew were supplied with an abundance of refreshments of all kinds, including fresh beef, pork, mutton, vegetables, and fruits.

We were busily employed in putting the sails, rigging, and vessel in perfect order, until Monday, the 21st; during which time I made several excursions into the country; but have nothing to add to the descriptions and observations recorded in my previous voyage.

March 22d.—On Tuesday, the 22d, after taking leave of all our kind friends, perhaps for the last time, we got under way at six, A. M., and put to sea, with a light south-east wind. We shaped our course to the north-west for several days, with light variable winds and almost entire calms. On Monday, the 28th, we took the regular south-east trade-wind, but very light, from south-east-by-east, being then in latitude $25^{\circ} 10' S.$, long. $13^{\circ} 15' E.$ Thus we ran out the month of March and a part of April, still steering to the north and west.

April 7th.—On Thursday, the 7th of April, at nine, P. M., we anchored on the west side of the island of St. Helena, in front of James's Valley, in ten fathoms of water, sandy bottom. On the following day we went on shore and visited the tomb of Bonaparte, and indulged in the usual contemplations over the earthly remains of that wonderful man. The spot where he is "quietly inurned" is in a deep valley, surrounded by a small iron railing, and covered with a coarse brown stone, lying about eight inches above the level of the ground, without any inscription whatever upon it. And why should there be? Who

can write the epitaph of Bonaparte ! of him who claimed the attributes of a god, setting up and putting down kings—destroying nations, and creating empires !

Bonaparte's sepulchre is overhung or shaded by three weeping-willows of a very large size ; and a few yards to the south of it is a spring, from which he always took his water. This interesting spot is distant from Jamestown about two miles and a half, and is approached by an excellent road connecting the two places. We next visited the house in which he resided, and the room in which he breathed his last. We afterward inspected the new palace which was erected for him by the British government ; but of which death prevented his becoming a tenant.

As most of my readers will expect a particular description of this celebrated island, and as our brief stay did not permit me to make many observations, I shall take the liberty of inserting some extracts from Purdy's New Sailing Directory ; a very valuable work, from which I have already derived considerable assistance in making out the sailing directions of this journal, finding them to agree so exactly with my own observations. The author is John Purdy, Esq., hydrographer for the admiralty of Great Britain ; a gentleman to whom the commercial world is much indebted, on both sides the Atlantic.

I presume every one knows that this island derived its name from the circumstance of its having been first discovered on St. Helen's day in the year 1502, by the Portuguese admiral Joaõ da Nova Galego. "In 1513 it became the voluntary abode of Fernandez Lopez, a Portuguese nobleman, on returning in disgrace from India ; who, being left here with a few servants and some useful animals, assiduously cultivated its resources. In a few years he was recalled to his country, and imparted the advantages of St. Helena to the East India trade." Thomas Cavendish, in his famous cruise around the globe, visited the island in 1588, and found, as he has said, "divers handsome buildings and houses ; a church, tiled and whitened very fair ; a causey made up with stones, reaching into a valley by the seaside." This valley he describes as the "fairest and largest low spot in all the island, and is exceedingly sweet and pleasant, and planted in every place either with fruit or with herbs."

In pursuing this description Cavendish says, "There are fig-trees which bear fruit continually, and very plentifully ; for on every tree you may see blossoms, green figs, and ripe figs, all at once ; and it is so all the year long. There is also a great store of lemon-trees, orange-trees, pomegranate-trees, and date-trees, which bear fruit as the fig-trees do, and are planted carefully and very artificially, with pleasant walks under and between them. In every void place is planted parsley, sorrel, basil, fennel, aniseed, mustard-seed, radishes, and many very good herbs. The fresh-water brook runneth through divers places of this orchard, and may be made to water any tree in the valley." The English ship *Bonaventure*, Captain James Lancaster, was here in 1593, and remained about three weeks.

It seems that more than one hundred and thirty years elapsed from the time of its first discovery, before any attempts were made to colo-

nize the island of St. Helena. "For some time after the departure of Lopez," says Purdy, "the island does not appear to have been regularly inhabited; but in 1640 the Dutch attempted to establish a settlement here, which they relinquished in 1651 to the English East India Company; and to this company the entire possession and sovereignty of the island were granted by charter of Charles II., 3d of April, 1661. At the close of 1672 the Dutch, by the treachery of one of the inhabitants, again obtained possession; but it was soon recaptured by three of the king's ships, under the command of Captain Richard Munden. The island thus relapsed, by consent, to the crown, but was regranted by the king to the East India Company, in whom the property and sovereignty have since been vested. The second charter, dated the 16th of December, 1673, constitutes the governor and company the true and absolute lords and proprietors of the island, with full legislative power, but, as near as may be, agreeably to the laws of England, and reserving also the faith and allegiance of subjects to the crown, and the rights of the natives, to all intents and purposes, as if they had been abiding and born within the realm." Such is the brief, but I believe authentic, history which Mr. Purdy gives of this celebrated island.

As respects *description*, all writers agree that when first descried, from almost any point of the compass, St. Helena appears like one vast rock or castle, surrounded by the ocean; the coasts being generally high, rugged, and precipitous. "On advancing," says Purdy, "the prospect gradually improves; the mountains appear in varied hues, and then assume the verdant tint which distinguishes their summits. The rocky coasts will now present a striking contrast to the green hills and valleys of the interior. The town will next be seen, seated in a narrow valley between the mountains, with the batteries, the church, and the white houses, interspersed with trees; constituting, altogether, a picturesque and animating scene."

In speaking of the mountainous parts of this adamantine island, he says, "An elevated chain or ridge, extending nearly east and west, divides the island into two unequal parts; numerous ridges and valleys branch from it in various directions. Diana's Peak, the summit of the chain towards the east, is the highest point of St. Helena. This peak commands a magnificent prospect of all the island, with its ridges and hollows to the sea, its mountains, houses, and plantations; and within the area of its horizon, the approaching and departing shipping, to the distance of nearly sixty miles, if the weather be clear."

There are only two secure landing-places at this island; one of which is at Rupert's, and the other at James's or Chapel Valley. In the former valley, near the sea, is a strong fort or battery, well mounted with heavy cannon; but there are no inhabitants near it, on account of the valley being destitute of fresh water. "In the entrance of James's Valley stands Jamestown, which is defended by a very fine line of thirty-two pounders, and flanked by a high inaccessible battery upon the rocks, called Munden's, close under which all ships must pass to come to an anchor before the town. The principal street consists of neat and well constructed houses, and divides into two others; one on

the east, leading to the country in that direction, and the other to the upper part of the valley, where the barracks, the new garden, and the hospital are situated. In the western street are a number of shops, stored with European and India goods; but the houses here are very inferior to those in the lower street, where the principal inhabitants reside.

“The water that supplies the garrison and shipping is conveyed by leaden pipes from a spring in the valley, distant more than a mile from the sea. These pipes lead the water to the jetty, where there are two cranes for the use of boats, in loading with goods or water-casks, or for receiving stores from the shipping.

“On the right, or western side, the valley is entered from the interior, by the steep promontory called Ladder Hill; the zigzag road upon which, nine feet in breadth, has a wall on the side next the precipice, and is very easy of ascent. On the left of the valley the carriage-road, called side-path, is the avenue to the interior of the island eastward. This road, which has been made with great labour and difficulty, goes with an easy ascent transversely to the level above, whence the prospect is striking and delightful: from a steril, brown and barren rock you view the most lively verdure; beautiful lawns, with sheep and cattle feeding in different places, and interspersed with small houses, which have generally a large enclosure laid into gardens. This view is terminated by a prospect of the sea; or by high rocks, apparently heaped one upon another to a stupendous height. The plain, called Longwood, towards the eastern side of the island, contains the greatest quantity of level ground. A considerable space on it is planted with trees. This plain, one thousand seven hundred and sixty-two feet high, forms another point of view. The scenery is here enlivened by a small winding stream, which, falling from the heights into the valley, makes a delightful cascade. Upon the edges of the stream watercresses are often plentiful.

“A rich mould, from six to twelve inches deep, forms, over the rock, the general soil of the country, and nourishes a great variety of plants. The clefts and inequalities produce trees of various species; and among these the tallow-tree is said to be indigenous. Several of the latter grow on the hills, and there is a copse of them at the south-west part of the island. The lands are devoted chiefly to pasturage, and the gardens to culinary roots and vegetables. Utility takes precedence of taste; and although the sugar-cane, cotton-tree, indigo, &c., with the most beautiful plants, have been introduced, the great purpose of rearing cattle and useful herbs has always been primarily and closely regarded. The country was found, in the first instance, covered with wood. Its peculiar productions have since given place to more useful ones. The wire-grass of India, samphire, and a wild celery abounded here; the wire-grass is now found principally in low lands; the English vernal grass upon the heights. The English oak has also appeared; it grows remarkably quick, but has never attained perfection.

“Figs, oranges, and pines are found in the valley by the shore, and but few English fruits have failed. The apple-trees are very abundant. In a valley near the south-east part of the island, having a run of water

through it, which issues from the eastern side of Diana's Peak, there is an orchard of apple-trees, which flourishes in a remarkable manner, the branches being loaded to the ground with fruit ; while, on the same tree, the blossom is seen, and the apple in all its different stages, from its first formation until it is ripe, and falling to the ground. The soil of this orchard is a deep black loam. On one side of the valley it is ten or twelve feet deep, sloping down with a considerable declivity ; and might be rendered very valuable if properly cultivated. The tropical fruits ripen best in the valleys near the sea ; peaches, guavas, grapes, and figs, in different parts of the island. The hopes of the farmer have been frequently disappointed in the cultivation of grain ; sometimes from drought—at others from the depredations of rats, which have at times been so numerous as to destroy entire crops. Potatoes, yams, cabbages, pease, beans, &c. are generally plentiful.

“ Cattle of English origin are reared for the use of the company's ships, and supplied to them very sparingly when a fleet arrives ; the quantity reared not being adequate to the demand. The sheep and beasts are in no respect degenerated by change of climate. In some situations rabbits abound ; pheasants and partridges are numerous, and the gardens are enlivened by the notes of the Canary-bird. Fish, to the extent of seventy species, have been found on the coast ; among these mackerel are peculiarly abundant. The shellfish include turtle, oysters, and two species of lobster. Sea-fowl deposit immense quantities of eggs around the island, which are collected in the fall of the year, and constitute an agreeable article of food.

“ Of the climate under which such products are found but little need be said. The thermometer is seldom higher than eighty, and the summer not so hot as in England. The winter is also milder, commonly ranging between fifty-five and fifty-six degrees ; a temperature in which the vegetation of leaves proceeds with more equality perhaps than any other. Thunder is seldom heard ; but with a sultry atmosphere, lightning is not unfrequently seen. There have been seasons of drought wherein the cattle have perished from want of water ; but in general, rain is experienced in all seasons, particularly in July, August, and September, or the summer months of the northern hemisphere. Sir Joseph Banks has said that ‘ every month has its share ; there are more rainy days in February, however, than in any other period ; and cloudy days throughout the year exceed in number, almost two to one, those in which the rays of the sun fall upon the earth without interruption, and scorch the vegetation.’

“ On the hills and high grounds the air is generally cool and agreeable ; fog-clouds frequently cover the peaks ; or, being driven from the sea by the wind, strike against them, producing gentle showers, which quicken the vegetation, and cool the atmosphere on the heights. Hence the luxuriance of the pastures increases in proportion to the distance and height from the sea ; and upon the summits of the hills the oxen may be seen up to their knees in grass.

“ During the time a ship or fleet remains in the roads, the passengers are entertained as boarders at private houses, but at a very expensive rate : for which a good table with wines, and comfortable lodgings,

are generally provided. The arrival of a fleet brings all the people of the town from their country avocations ; this being the season of traffic. Of a large fleet, the crews and passengers may nearly equal in number the population of the island.

“Upwards of one hundred and fifty ships annually, upon an average, come to an anchor here ; which, of course, produces great fluctuations in the prices of provisions : and there is sometimes a temporary scarcity. The salted meat of England and the rice of Bengal supply the deficiency. These articles being cheaper than fresh provisions, constitute the principal food of the garrison and inhabitants. Salted meat is issued from the company’s stores under prime cost, and other articles at only ten per cent. advance, including freight. Beef is sold at 6½*d.* per pound, alive, having been raised to that price since 1808 ; and, as it is principally destined for the king’s or the company’s shipping, no person may kill even his own ox without permission of the governor.

“The population, exclusive of the government establishment, civil and military, is about two thousand, of whom about twelve hundred are slaves, and three hundred free blacks. No stranger is permitted to remain on the island without the special consent of the ‘lords proprietors,’ the East India Company.”

In approaching this island, all ships must double round the north point, and bring-to when they are to windward of the castle. They must then send a boat on shore, with an officer, to report their nation and business at the castle, and obtain permission of the governor to anchor there. Without conforming to these rules, all the batteries would open their fire upon the stranger as she approached ; and it would be very difficult even for a large fleet of men-of-war to force a passage to the anchorage. As Jamestown is situated in the most leeward and low part of the island, ships in coming in are obliged to keep close under the land, by which means their decks are entirely exposed to the batteries above. Another disadvantage to which a hostile ship or squadron would be exposed, is that of eddy winds, calms, and violent gusts, which often lay them almost on their broadsides ; so that the *natural* strength of St. Helena, without reference to artificial defences, is almost sufficient to protect her against quite a formidable enemy.

“A ship bound to this island must run down along the north side of it, within a cable’s length of Sugarloaf Point, and afterward keep the shore close on board, and likewise within a cable’s length ; there is no danger, as it is bold and steep-to. On the west part of Sugarloaf Point stands a small fort, and a little to the southward of it is Rupert’s Valley. The next point to the southward of the valley is Munden Point, which, like the rest, must be kept close on board. You then come to James’s Valley, off which is the place of anchoring.

“You may anchor in from eight to fifteen fathoms : the flag-staff at the fort bearing from south-south-east to south-east-by-south ; Sugarloaf Point north-east-by-east ; and Horse-pasture Point south-by-west-half-west, distant off-shore about half a mile. With these bearings, you have a good and convenient berth for watering.—This bank runs out to the westward, off the fort, about a mile and a half, and deepens gradually, from seven fathoms near the shore to

thirty and thirty-five for about a mile and a quarter, when it deepens suddenly to sixty fathoms, and then no soundings. The bottom in the road is coarse sand and gravel. You will find no soundings until you come abreast of Rupert's Valley, where there are from eighteen to twenty fathoms. One watering-place is just without James's Fort, where there is a crane for striking the casks into the boats. The other is at Lemon Valley, where there is the best water, and you may fill the casks in your boats with a hose."

April 9th.—On Saturday, the 9th of April, at ten, P. M., we got under way, and steered to the north, with a fine breeze from the south-east and fair weather, which continued about ten days.

April 19th.—We crossed the equator on Tuesday, the 19th, in long. $20^{\circ} 15'$ west. We now had almost continual calms, with occasional light baffling winds, for more than three weeks, during which time we made only about two hundred and fifty leagues to the north.

May 13th.—On Friday, the 13th of May, we took the north-east trade-winds in lat. $13^{\circ} 0'$ N., long. $23^{\circ} 0'$ W., and continued standing to the north, until we arrived at the island of Tercera, one of the Azores, lying in lat. $38^{\circ} 39'$ N., long. $27^{\circ} 12'$ W.

June 1st.—On Wednesday, the 1st of June, at six, P. M., we touched at the port of Angra, the capital of Tercera. This is a bishop's see, and the residence of the governor of the Azores. The town is well built, and presents a favourable appearance to the eye of a stranger. It contains five parishes, and has an elegant cathedral, several churches, four monasteries, and as many nunneries. The word *angra* signifies a small bay, or creek, or station for vessels; this harbour being the only convenient one in all the Azores. It is defended by a strong castle and deep ditch. King Alphonso VI. was imprisoned in this castle by his brother Peter II. in 1668. The Americans, English, French, and Dutch have consuls residing here. The population of Angra is about fifteen thousand, while that of the whole island is estimated at double that amount.

The island of Tercera, or Terceira, as it is often spelled, is supposed to have derived its name from its local situation, being the third in counting the whole group; though it ought to rank as number one in point of dignity and importance, as appears from a number of circumstances, such as its being the seat of government, and the focus of business, and because the whole cluster is sometimes called the *Terceras*. This island is nearly circular, and more than fifty miles in circumference; it being twenty-five miles in length, while its medium breadth is about fifteen. The shores all around it are high, steep, rocky, and craggy; so much so that it is considered to be impregnable, as every accessible part on the coast is defended by a strong fort, mounted with heavy cannon, and well garrisoned with a competent number of soldiers.

The soil is rich and productive, and the climate pleasant and healthy; the very rocks, which elsewhere are dry and barren, are here covered with vines producing excellent grapes, though not equal to those of the Canaries and Madeira. Lemons, oranges, and other tropical fruits grow here abundantly, as do also the fruits of colder climates. The land yields large crops of wheat and other grain, together with excellent pasturage

for cattle. Besides Angra, there are several other towns and large villages on this island ; but no harbour that is even tolerable, excepting that of Angra. The forts and garrisons are under the direction of the governor, who has the power of filling all the vacancies that happen among the military officers.

The Azores (Hawk Islands), or Western Isles, are a group or cluster of islands, lying nearly in the middle of the Atlantic Ocean, westward of Portugal, to which kingdom they belong. They are about nine hundred miles west of Cape Vincent, and about the same distance south-east of Newfoundland, so that they are almost at an equal distance from Europe, Africa, and North America. The centre of the group is in the same latitude as the Capes of the Delaware, from which they are six hundred leagues east. They are seen from a great distance at sea, on account of a high mountain called the *peak*, or *pico*, rising from an island of the same name. These islands are nine in number, and are known by the following names : Tercera, St. Michael, Santa Maria, Gratosia, St. George, Fayal, Pico, Flores, and Corvo. The two last are very small, and lie at a considerable distance from the rest.

The Portuguese claim the discovery of the whole group, though they cannot tell by what navigator, nor at what precise period they were first seen. The Flemings maintain that they were first discovered by one of their countrymen, Joshua Vanderberg, a merchant of Bruges ; who, when on a voyage to Lisbon, in 1439, was driven from his course in a violent storm, and fell in with this group, which he called "The Flamingas," or Flemish Islands. This was fifty-three years before Columbus sailed on his first voyage.

On his arrival at Lisbon, Vanderberg communicated the discovery to some of his friends, and gave such a favourable account of his adventure as induced the Portuguese, who were then the most enterprising nation in Europe, to attempt a further discovery. They accordingly explored the whole cluster, in 1444 ; and Don Henry, Prince of Portugal, was so pleased with the acquisition, that he went in person to take possession of them in 1449. In 1466 Alphonso V. gave them to his sister, the Duchess of Burgundy, when some of them were colonized by Germans and Flemings, who always acknowledged the authority of Portugal. They were called "The Azores," from the immense number of hawks found among them.

These islands are evidently of volcanic origin, and they have frequently suffered severely from earthquakes and eruptions. In Kircher's *Mundus Subterraneus*, lib. iii., we are informed that "In 1538, frequent earthquakes were felt for nearly eight days, which were so violent as to compel the inhabitants to forsake their houses, and lie night and day in the open fields. On the 26th of June, a fire burst through the surface of the sea, flaming to the clouds, vomiting prodigious quantities of sand, earth, stones, and minerals ; and raging with such fury that, had not the wind blown from the land, the whole of the neighbouring islands would have been destroyed. This was followed by the emersion of a group of rocks, which at first filled a space of only five or six acres, but which soon extended to as many miles. Another

shock of an earthquake broke them in pieces, and then united them in a solid mass, which now forms one of the small islands that lie on the north-west of the Azores."

In the thirty-second volume of "*Philosophical Transactions*," we are informed, that "In 1720, another island, amid fire and smoke, which roared like thunder, appeared between St. Michael's and Tercera, on the night of the 20th of November. The bursting out of the flames was attended by an earthquake, which shattered many of the houses in Tercera; and, for many leagues round the island, astonishing quantities of pumice-stone and *half-broiled fish*, were found floating on the sea." It appears, however, that this island has since disappeared. Another terrible earthquake occurred on the 9th of July, 1757, which shook the whole group of islands to their very foundations, and produced a new progeny of eighteen small islands, a short distance from the north coast of St. George's; which also disappeared in a few months.

The seventh volume of the Christian Observer contains a particular account of a new volcano which made its appearance in the island of St. George, on the 1st of May, 1808. "The fire burst out in a ditch in the midst of fertile pastures, three leagues south-east of Vellas, and immediately formed a crater, in size about twenty-four acres. It raged with great fury for two days, and the cinders which it threw up, being propelled by a strong north-east wind, covered the ground from one to four feet in depth, for half a league in breadth, and three leagues in length; and then passing a channel about five leagues wide, were driven upon the east point of Pico. The fire had nearly subsided on the evening of the 2d, when a smaller crater opened a league nearer Vellas. Its mouth was only about fifty yards in circumference. The fire seemed struggling for vent, and the force with which a pale blue flame issued forth resembled a powerful steam-engine multiplied a hundred-fold. The whole island was convulsed; earthquakes were frequent, and horrid bellowings were occasionally heard from the bowels of the earth!

"This was followed by twelve or fifteen small volcanoes, which broke out in the neighbouring field; but they all subsided on the 11th, when the large volcano, which had lain dormant for nine days, burst forth with more tremendous force, and continued to rage until the 5th of June, when it began to fail, and a few days after it entirely ceased.* Its horrid belchings were distinctly heard at twelve leagues' distance, and the immense quantity of lava which it vomited overwhelmed in its course farms, cattle, cornfields, and vineyards, and *swept the town of Ursulina from its foundation!* Though it gave timely notice of its approach, many of the inhabitants, by remaining too long in its vicinity, endeavouring to save their effects, were so dreadfully scalded by flashes of steam (which, without injuring their clothes, took off, not only their skin, but their very flesh), that several of them died upon the spot. About sixty suffered in this miserable manner, and so great was the anxiety and consternation which seized upon the people, that they en-

* The elevation of the crater is about three thousand five hundred feet, and its distance from the sea about four miles.

tirely abandoned their domestic concerns, and were in danger of starving in the midst of plenty."

On the 29th of January, 1810, frequent shocks of earthquakes were experienced at the island of St. Michael's, and a marine volcano burst through the sea, about half a league from the land. On the 15th of June, in the following year, another phenomenon of similar character occurred, near the west end of the same island, about three miles from land, in forty fathoms of water.

The Azores are subject also to violent winds, and frequent inundations of the ocean, which often overwhelm the houses, and sweep from the fields the flocks and grain. They are, however, extremely fertile, and produce corn, wine, and fruits in great abundance. There is an annual exportation of twenty thousand pipes of wine; and the single article of tobacco affords a considerable revenue to the King of Portugal, who claims a tenth of all the productions of these islands. The air is wholesome, and the sky is generally clear and serene. No poisonous or noxious animals breed on the Azores; and it is said, that if carried thither they will expire in a few hours.* The population of the whole group has been lately estimated at two hundred thousand.

St. Michael, or St. Miguel, which is the largest island of the whole cluster, is situated in lat. $37^{\circ} 50' N.$, long. $25^{\circ} 39' W.$, about twenty-five leagues south-east from Tercera. The celebrated Cabral took possession of it in the name of Portugal, in 1444. It is quite mountainous in the interior, some of the peaks towering to the height of seven thousand feet above the level of the sea. Among these mountains are several valuable mineral springs. The climate is mild and agreeable, and the soil is rich and fertile, producing corn, potatoes, peaches, plums, grapes, oranges, lemons, &c. The waters around the shores, and in the inlets, are teeming with fish of various kinds, and of an excellent quality, which can be caught in great abundance. This island has considerable commerce with Portugal, England, and the United States. The population has been estimated at eighty-one thousand. In August, 1831, the troops of Donna Maria, the niece of Don Pedro, took possession of this island, and still hold it at the present day, October, 1832.

Pico derives its name from a lofty mountain on it, much like the Peak of Teneriffe, the summit of which is more than seven thousand feet above the sea, and it can be seen from a great distance in clear weather. Mr. Pinkerton strongly recommends to geographers to assume this mountain as a first meridian of longitude. It is in lat. $38^{\circ} 27' N.$, long. $28^{\circ} 28' W.$ The population is about twenty-one thousand, who are principally employed in cultivating the vine, and making wine for exportation.

The island of St. George is in lat. $38^{\circ} 31' N.$, long. $27^{\circ} 55' W.$, and the population is estimated at twelve thousand. The inhabitants are employed in the cultivation of wheat.

Fayal is a circular island, about ten miles in diameter, rising abruptly from the sea, in lat. $38^{\circ} 31' N.$, long. $28^{\circ} 41' W.$, and its centre

/ * Edin. Encyclopedia.

towers to the height of about three thousand feet. The capital of Fayal is Villa de Horta, or Orta. This island is evidently of volcanic origin, but the soil is rich, mellow, and fertile; producing wheat, maize, flax, and nearly all the fruits of Europe and the United States. Oranges and lemons are abundant. The climate is temperate, mild, and salubrious, and the air is remarkable for its uniform purity. Extremes of heat or cold are never known here. Fine pastures for cattle are found upon the plains of this island; birds are numerous, and fish plenty. The population has been variously estimated, from sixteen to twenty-two thousand, and the inhabitants are distinguished for mildness, honesty, and amiable simplicity of manners.

This place has acquired some celebrity from a conspicuous incident of the last war between the United States and Great Britain. On the 26th of September, 1814, the American privateer schooner General Armstrong, commanded by Captain Samuel C. Reid, was attacked in Fayal Roads (a neutral port), by the boats of the British king's ships Plantagenet seventy-four, frigate Rota, and brig Carnation. The action commenced about eight o'clock in the evening, when the assailants were beaten off, with considerable loss. Being reinforced to the number of twelve boats, they returned at nine o'clock; and, after a most desperate and gallant display of heroism on both sides, the British were again compelled to sheer off, with the loss of several boats. The gallant Captain Reid was obliged to scuttle his vessel, and Captain Lloyd, of the Plantagenet, threatened to fire upon the town, unless the privateer was delivered up to him. On the following morning they boarded and burnt her. The American loss in this affair was two killed and seven wounded; while the British loss was one hundred and twenty killed, and one hundred and thirty wounded. The captain of the Plantagenet lost a leg.

Santa Maria is the most southern island of the Azores, being in lat. $36^{\circ} 59' N.$, long. $25^{\circ} 9' W.$ This island produces plenty of wheat, and has about five thousand inhabitants. There is a town on it, called by the same name.

Gratiosa contains about seven thousand inhabitants, and produces wheat, wine, butter, and cheese. It is situated in lat. $39^{\circ} 2' N.$, long. $27^{\circ} 58' W.$

Flores is a very fertile island, and was so called from the abundance of flowers which were found upon it. It is in lat. $39^{\circ} 26' N.$, long. $31^{\circ} 7' W.$, and contains about seven thousand inhabitants.

Corvo is the smallest of the group, and derives its name from the abundance of crows that were found upon it. It has about eight hundred inhabitants upon it, who cultivate wheat and raise pork. This island is situated in lat. $39^{\circ} 44' N.$, long. $31^{\circ} 7' W.$

June 10th.—From Tercera we steered for Cadiz, where we arrived on Friday, the 10th of June; but, on account of the Asiatic cholera being at Manilla when we left, we were not allowed to remain, and therefore concluded to proceed to Bordeaux.

The reader will recollect that on my first visit to Cadiz, in the year 1812, the French were bombarding that city, which was closely besieged by land. But the star of Bonaparte had already passed the

zenith, and was then on the decline. The emperor was at that time on his fatal expedition into Russia, and Wellington was driving the French from every part of Spain. They were defeated at Salamanca on the 21st of July, and Madrid was captured by the British on the 12th of August. On the 26th of the same month the siege of Cadiz was raised.

All my readers are well aware, I presume, that this is a large and rich city of Spain, in the province of Andalusia; that it is seated on an island, and that it has an excellent harbour. The island is about eighteen miles in length, and generally nine in breadth; but the north-west end, on which the city stands, is not two miles broad. It has a communication with the continent by a bridge, and the bay formed by this island is about twelve miles in length and six in breadth. The south side is inaccessible by sea, because it is lined with craggy rocks; and the passage into the harbour is commanded by two forts, called the Puntal and Malagorda. It is in lat. $36^{\circ} 32' N.$, long. $6^{\circ} 18' W.$

With very few exceptions, the streets of Cadiz are narrow, ill paved, insufferably filthy, and horribly odorific. The houses have all flat roofs, covered with impenetrable cement, and are generally surmounted with a turret which commands a view of the sea. High above all these soars the tower of signals, where flags are hung out on the first sight of a vessel, denoting her size, rig, and national character.

There are a few pleasant spots about Cadiz, one of which is called the Almeda, a public promenade, much resorted to in the evening. It cannot vie, however, with the Battery promenade of the city of New-York; as its exposure to the winds of the ocean prevents the trees thriving, and precludes all hopes of future shade.

Westward of the Almeda, is Campo Santo, an extensive esplanade, the only airing for coaches; opposite to which is the fortress of St. Sebastian, erected on a neck of land running out into the sea. The round tower at the extremity of this fortress is supposed to have saved the city from being swept away by the fury of the waves in the dreadful earthquake of 1755.

The population of Cadiz is computed at about one hundred thousand. It is one of the most ancient cities of Europe, and was founded by the Phenicians. It was afterward a Roman town, and still presents several interesting remains of Roman antiquities. Cadiz is about forty-five miles west of Gibraltar, and Malaga bears from it east-by-north, distant thirty leagues.

June 20th.—On leaving Cadiz, we steered to the west, and afterward to the north, coasting the kingdom of Portugal, a distance of more than three hundred miles, to the Bay of Biscay, and arrived at Bordeaux on Monday, the 20th day of June. Here we discharged our cargo, and took another on board for New-York, and were again ready to sail on the 14th of July.

Bordeaux is one of the most ancient cities of France, and was formerly the metropolis of the late province of Guienne, now the department of Gironde. It is situated in a beautiful fertile valley, on the bank of the river Garonne, which afterward assumes the name of Gironde. It is three hundred and twenty-five miles south-west of

Paris, eighty-seven miles south of Rochelle, forty leagues from Toulouse, thirty-three from Limoges, fourteen from the Saints, and about seventy-five miles from the mouth of the river on which it stands. In the present geographical division of France, Bordeaux is the capital of the department of Gironde.

The ancient city of Bordeaux, it is said, though considerable in point of size, was ill built, badly paved, without police, or any of those municipal regulations indispensably requisite to render a city splendid or elegant. I was told that it has entirely changed its appearance within the last forty years. The new city is well built, the streets regular and handsome, and the public edifices present a noble appearance. The newest as well as the finest part of it is the public square facing the harbour. The population is estimated at one hundred thousand, and their commerce is very extensive.

The harbour is capacious and well secured; and from its crescent form is called *Le Port de la Lune*. The city and harbour are defended by three forts, which were constructed by the famous Vauban. The Garonne is a noble river, with depth of water sufficient to enable the largest ships to come up to the city; it is considerably wider than the Thames at London Bridge; is bordered by a large and elegant quay between three and four miles in length; and the water rises in it twelve feet at full tide. The commerce of this place is also greatly promoted by the celebrated canal of Languedoc, which communicates with the Mediterranean, and through which Bordeaux can furnish the south of France with colonial products at a cheaper rate than Marseilles. Wines, brandies, and fruits are the staple articles of export; but the wine trade is most attended to. Bordeaux is in latitude $44^{\circ} 50' 20''$ N., long. $0^{\circ} 34'$ E.

July 15th.—On Friday, the 15th, we took leave of all our French friends, and at eleven, A. M., got under way, and once more directed the Antarctic's course to our long-looked for home, in "the drooping west." After leaving the river and the Bay of Biscay, our patience was tantalized with contrary winds, and still more vexatious calms, which protracted our passage to the unusual length of nearly six weeks.

August 27th.—On Saturday, the 27th of August, we entered the port of New-York, after an absence of two years lacking six days. My owners received me in the most kind and cordial manner, which was more than I anticipated on returning from a voyage attended with such a succession of misfortunes. This was truly a cordial to my wounded spirit, and enabled my wife to bear up against the melancholy intelligence which awaited us on reaching our long-deserted home—her father, her aunt, and her aunt's child were all dead! as were likewise a female cousin of my own, and her husband! Thus ends the narrative of my "Four Voyages."

THE END.

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